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ED START

Issue 409 July 2019

WHY SO SERIOUS?

I'm writing these words from the passenger seat of Midge's Navara (yes, he's got one of those too) as we travel back from Japfest Silverstone. We're both knackered, smelly (more than usual) and in desperate need of a hot shower after an epic 18-hour shift on about two hours of sleep. We've got every right to be grumpy. But truth be told, we can't stop smiling...

Working at shows has always been quite hard on the body but this year's Japfest was extra taxing because Midge and myself took part in a live build-off battle. Now, before you start picturing SEMA-specced builds, it might be worth explaining what this is all about...

A lot of build-offs take place in our industry (the Meguiar's boys are in the middle of one at the moment – see page 80), so we wanted to do something a bit different and concluded it would be way more fun to buy each other's cars. Naturally this developed into a battle to see who could purchase the best worst car for one another and, to cut a long story short, I'm now rocking a Suzuki Alto, while Midge is the proud owner of a Daihatsu Sirion.

The Ed to Ed build-off is being documented on our YouTube channel and a more detailed explanation can be found on page 78, so I'm not going to say anymore about it here. But what these cars did was to remind us of the primary reason why we do what we do! You might think the answer is obvious, but ask yourself the question now: why did you get into modifying? Was it to win trophies or become Instafamous, to be a drift king or fitment guru? These might be your end game, but they're not the reason why you're here. It's far simpler than that. It's about having fun.

And Midge and myself haven't had so much in years! We're not going to make these cars cool. Not because we can't, but because it's pointless; coolness is a matter of opinion. And opinions are irrelevant if YOU enjoy what you're doing. Nothing else matters. Modifying is about having fun with a bunch of like-minded people and as anybody who saw us at Japfest can vouch, that's exactly what we were doing.

Big Love,
Slim Jules

Jules

Feature of the Month:

Feature Of The Month: Hmmm, not a clear cut favourite this issue. I was tempted to vote for our Ed to Ed build-off, but even I'm not that egotistical. So this month I've opted for the Top 10 rear-wheel-drive bargains feature. You know you've done something right when the first thing you do after reading a feature is search for Ford Scorpios on eBay!



Next Issue on sale 21 • 6 • 2019



SLIM JULES
EDITOR

"Best thing about Japfest?
Having a laugh with my mate
Midge while ruining a perfectly
good Suzuki Alto."



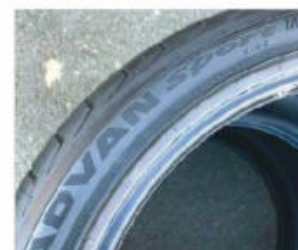
MIDGE
CONTRIBUTING
EDITOR

"Beating Jules in the first Ed
to Ed challenge. Oops, was
that embargoed?"



INITIAL G
ART EDITOR

"I enjoyed looking through all
the pictures as I didn't make
this year's show."



GLEND A
WEBSITE EDITOR

"I did enjoy Japfest. But truth
be told, I much prefer German
car shows, especially the
Audi ones!"



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• Matt Bronze

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UP FRONT



VOLTS FROM THE GREEN

Volkswagen's mould-breaking ID R racer has already achieved a number of incredible things: the all-electric weapon debuted at the 2018 Pikes Peak hillclimb, whereupon it immediately smashed the electric car record on its first go, with Romain Dumas behind the wheel. In fact, it knocked a full minute of the previous electric record and inadvertently managed to break the overall outright record as well! Then, at last year's Goodwood Festival of Speed, Dumas again managed to drive up the hill faster than any other car over the weekend. He also pulled off an epic save, losing it in front of the house and bouncing across the grass before somehow missing the barriers, regaining control and powering back up the tarmac.

And now Volkswagen have shipped Dumas and the ID R to the Nürburgring, intent on beating the Nordschleife record for electric vehicles. The existing record of 6:45.9 was set by the also-incredible NIO EP9, China's surprising electric hypercar, and VW's engineers have had to muck about with the ID R a bit to alter its Pikes Peak-winning specs: given the higher average speeds, the car has had to be made more aerodynamic, part of which is a new F1-style DRS spoiler. After hundreds of hours of simulator testing, Volkswagen Motorsport have begun testing the car at the 'Ring for real – the record attempt will happen within the next few weeks.

Beating the record is pretty much a foregone conclusion, but by how much remains to be seen. We wouldn't be surprised to see a time so quick that it'll remain unbreakable for years. Could they even beat the ridiculous 5:19.55 lap set by the Porsche 919 Evo last year?



The Fiesta ST is a sort of automotive superhero – it's just ridiculously good at everything. As well as being a practical and well-equipped little hatchback, it's also got a hugely entertaining engine, peachy transmission and fabulous little chassis, and of course, it's supremely tunable. No wonder the Mk7 ST won pretty much every automotive award going, and the new Mk8 ST is starting to follow the trend.

But don't go thinking Ford's going to have its own way here. Vauxhall have stepped up to the plate, offering a raft of refinements to the slightly underwhelming Corsa VXR, to turn it into a proper contender. The new VXR is reportedly a whole 108kg lighter than the outgoing model, as well as being markedly stiffer, with all-aluminium engines and assorted aluminium body panels contributing to the weight loss. It's due to go into production later this year, so we're expecting an official reveal of what it looks like before too long – but given the generous spec lists of previous VXRs, we can expect it to be pretty special.

And over at Fiat, the 500 lineup has been freshened up for 2019, with the 70th anniversary 595 Competizione sitting at the top of the tree. It comes

HOT SUPERMINIS GUNNING FOR THE FIESTA ST



as standard with a mechanical LSD, Record Monza exhaust system, Sabelt bucket seats and Brembo brakes. There's also a 595 Essee variant, which gets an Akrapovic exhaust, carbon-shelled seats,



BMC induction and Koni FSD suspension – so it's basically pre-modified for you and still has a warranty! So perhaps Ford had better not get too complacent.





Smokin' hot!



NUTHIN' BUT A G THANG

There's a pretty compelling argument that the BMW M2 is the true spiritual successor to the E30 M3. Being a relatively compact two-door with aggressively fat arches, and sharing a not-too-dissimilar footprint, they've got a lot more in common with each other than the latest four-door bruiser of an M3.

That said, you can't do over 200mph in an E30, so that's essentially where the comparison comes to an end. Obviously we're not talking about a production-spec M2 here. But impressively, thanks to a few choice upgrades from tuning mentalists G-Power, the M2 Competition can hit a bona fide,

verified 205mph. Which is frankly more awesome than our brains can cope with. The tuning eggheads start by monkeying about with the S55 motor's turbos, stuffing the internals with larger, lighter compressor wheels and capping the blades on the hot side to reduce temperatures and allow for more boost. New free-flow downpipes and full exhaust system are bolted on, and a bespoke ECU manages the power increases. All of this leads to the same top speed and 0-62mph times as a Ferrari 488 GTB. They also throw in some fresh G-Power coilovers and lightweight wheels too, so it comes out of the box as a complete package. Official pricing is 'on request', but expect it to be quite a lot less than a 488...



ABT GO NUTS FOR VAG

Revered German aftermarket tuners ABT are hitting 2019 hard with their fresh suite of upgrades for various desirable VAG models. The most exciting one we've seen so far is the Golf R. Some buyers have expressed displeasure at the fact VW opted to reduce the R's power by 10bhp for the 2019 model-year (it's something complicated to do with new WLTP regulations). But ABT have come to the rescue: their base offering centres solely around the mapping, tweaking the car's stock 296bhp up to a much more palatable 345bhp, which is more like it. There's also a whole catalogue of suspension and chassis upgrades to suit, so you can turn it into a proper little road-racer. If you prefer a bit more junk in the trunk, ABT have been buggering about with the Skoda Octavia vRS too. They'll remap it from the stock 242bhp up to 286bhp, drop it 25mm on stiffer springs, add thicker anti-roll bars, and whack on a set of 20-inch wheels for you. It's not just the hatchback – they'll happily do all that to the vRS estate as well. Which should get that wardrobe home from Ikea in record time.



PURE FILTH

Given how much time we spend cleaning our cars with an increasingly massive portfolio of niche products for every conceivable aspect of the vehicle, it's a tricky mental balance to justify how much fun it is to pound down muddy country roads and get dirty. Having a really filthy car is a badge of honour, it shows you've been enjoying it. But it does mean all that buffing time is totally wasted.

But fear not. If you want to get filthy without having to clean up afterwards, we've got your mum on speed-dial and you can do it virtually, thanks to the new release of DiRT Rally 2.0. This is a game for PCs, downloadable from Steam (<https://store.steampowered.com>) for £24.99. The game currently offers 32 stages and 17 cars from across the generations (Mk2 Escorts, Audi Sport Quattros, Imprezas, Mk2 Golfs, loads of cool stuff). And it's in constant development, so there'll be lots more cars and tracks coming soon. It's super-realistic and completely awesome, plus it means you don't actually have to get wet. So that's a bonus.

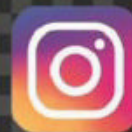




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Appreciating Depreciation Peugeot 306 GTi-6/Rallye

We've been thinking a lot about the Rallye Peugeots lately: how the 106 Rallye has become a bit of a retro hero, for example, and in particular how it's mirroring the crazy values of the older 205. It's no secret how nuts the prices of 205 GTIs have gone, but it's still possible to pick one up for under £5k, whereas the 205 Rallye seems to be more like £13-17k. Similarly, the 106 Rallye is creeping up beyond £7,000-8,000 for a good one, compared to about £4,000 for a 106 GTI. The smart money, then, is going on the 306 Rallye. Its GTi-6 sibling (if you can find one) will cost you about £4k, but you'll pay the same for the 306 Rallye – they haven't shot into the stratosphere just yet. It's a really cool spec too. Based on the GTi-6, the Rallye shares its 167bhp 2.0-litre engine and six-speed 'box, and unceremoniously junks all the bits you don't need (air-con, electric windows and mirrors, leather seats, CD changer, fog lights) to save a bunch of weight. Then Peugeot stuck on a few cool stickers and Bob's your uncle, a pukka Rallye. Compared to its sporting stablemates, it doesn't cost silly money. The only hurdle is finding one...

TOP 5 MODS: Bilstein B8s, gas-flowed throttle body, Bola B10 wheels, Piper Cams, Pug1Off remap

WHAT'S ON JUNE 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2 Classic Ford Show Wolory Park	3	4	5	6	7	8
9 Performance Vauxhall Show, Bruntingthorpe Proving Ground	10	11	12	13	14 24-26 Mighty Dub Fest Alnwick Castle Northumberland	15 Simply V4L Brantham
16	17 French Classic & Performance Cars Ace Cafe	18	19	20	21	22 Players Classic Goodwood Circuit
23	24	25 VAG Night Ace Cafe	26	27	28 28-30 Dorset Dullfest Horston Yard Farm Swangre	29
30 London CarTel Retro Modified Meet Ace Cafe						



THE ANGRY MAN

*You know what's really
been getting on my
nerves this month?
Birds. Birds can
shit off. And I mean
that literally...*

No, I'm not talking about the lovelies who serenade us with Britney's finest at the Rose and Crown's karaoke fish-fry on a Friday night. What do you think I am, a dinosaur?

No, it's those feathered bastards nesting in the tree above my car that need to sod off and die in a ditch somewhere. I swear they plan their days around when I'm going to be outside with my bucket of suds, counting down the minutes until the car's freshly cleaned, before taking aim with their dirty little backsides and squirting a grotty torrent of greyish-white filth all over my freshly gleaming paintwork.

The very minute after I've washed the car, every single bloody time, without fail, some chirpy airborne bastard will defile the wax with its semi-digested worms. Flappy little tossers. I've suggested a few ideas to the council about what can be done about urban avian populations and the culling thereof, and they've replied with phrases like, 'here's a number for some people who can help you deal with your demons' and 'please stop calling us'. That's no help, is it?

Honestly, the only good bird is the one stuffed with Paxo and roasting away in my kitchen at 180°C. I've tried explaining this to the birds, reasonably and with minimal shouting, but it just makes the neighbours twitch their curtains as if I'm the unreasonable one. Fucksake. How would the birds feel if I went and shat all over their stuff?

You know what? I'm going to try it. See who's laughing then.

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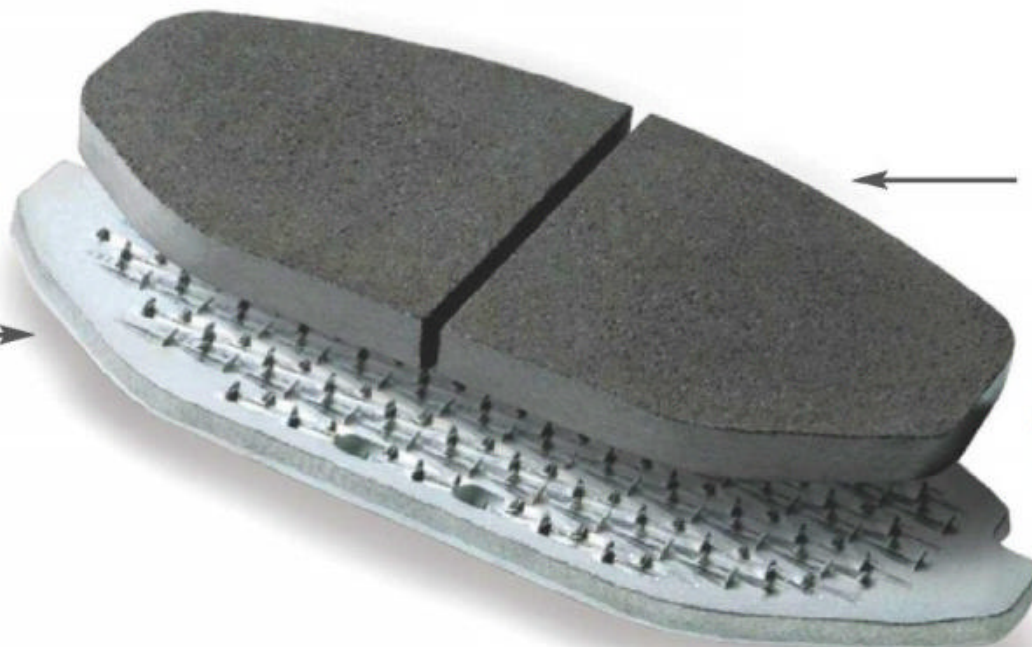


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COVER CAR

Supernatural

When Kiran Halsey set out to build a scene-defining GT86, he had his work cut out - because he hadn't tried anything like this before. But what he's achieved here is something mystical, defying the very laws of nature itself...



TOYOTA GT86



Some people just really get this modifying stuff, don't they? Sure, the aftermarket is sufficiently massive and foolproof that anyone can buy a bunch of off-the-shelf parts and put together a decent car, but there's a certain special something within the chosen few that delivers real results; an intangible, indefinable quality that imbues the modding elite with an inherent and uncanny ability to build jaw-dropping, show-stopping rides. Kiran Halsey is one such person. So when we learn that this is his first crack at modifying a car, it's necessary to have a bit of a sit down and wipe the double-takes from our eyes. "I previously had an Audi TT TDI which I put some RS4 wheels on, but that was about the extent of it," he grins, clearly amused by how much he's shocked us. "This is my first modified car – but I set myself a goal to build the UK's most outrageous GT86 and, yeah... here we are."



But why an '86? Well, the seed of the idea was planted a few years back on a family holiday to the States. Kiran had seen videos online of Ryan Tuerck drifting his 2JZ-powered Scion FRS through the streets of New York (the FRS, GT86 and Subaru BRZ being essentially the same car with different badges), and he was just blown away by the drama of it all. Couple this with the fact that the FRS scene in the US has blown up and gone insane, and before long our man's fate was sealed. He knew unequivocally what he must do. There was no doubt in his mind.

"I noticed that at the time there was next to no '86 scene in the UK, other than the older Levins and Truenos," he recalls. "Not one to follow the crowd, I thought 'Why not?', and set about planning something that would define the platform in the UK."

This car was found in the usual way, scrolling through Pistonheads for weeks on end until the right one presented itself; interestingly, this particular one was markedly more expensive than all the other examples of similar vintage, which piqued Kiran's interest. On clicking through, he discovered that it was running a Stage 1 turbo conversion, pushing out over 300bhp instead of the factory 197bhp, and also had bucket seats, coilovers and a rollcage. He was immediately smitten and snapped it up. But of course, this would turn out to be more involved than a tale of someone browsing the classifieds and rolling someone else's project...

"I've had it for four years now and at no stage has it ever been – or do I think it will ever be – finished," he smiles. "My first modification was a set of Bola B1 wheels, which I actually bought before I picked up the car. And it just spiralled out of



Kiran is running a safe map at the moment but the Fensport-built 2JZ is 1,000bhp capable



“This is my first modified car – but I set myself a goal to build the UK’s most outrageous GT86 and, yeah... here we are”

This car has the lot, styling, power and lows

WHAT THE HELL IS A 2JZ ANYWAY?

Toyota first tested the market with their new family of JZ-series engines in the later Mk3 Supras, the 1JZ-GTE 2.5-litre twin-turbo signalling to the world that the firm might have one or two mischievous things planned... and when the covers finally came off the Mk4 Supra, the top-of-the-range model revealed its startling 2JZ-GTE, a 3.0-litre variant, again with twin-turbos, running a six-speed manual gearbox and offering up a gentlemen’s-agreement 276bhp; actually more like 300bhp, and a real-world 326bhp in UK-spec. Which made quite a strong point.

The 2JZ went on to feature in numerous cars – in naturally-aspirated 2JZ-GE guise it could be found in the Toyota Altezza/Lexus IS300 and Toyota Aristo/Lexus GS300, the Crown, Origin and Soarer/SC300, while the twin-turbo 2JZ-GTE also appeared in the JDM-only Aristo models. So what’s the attraction of putting an old 1990s engine in a more modern car? Quite simply because the 2JZ has become a legend – it’ll happily produce 500bhp+ on stock internals, and countless tuners in the drift scene have cranked them up beyond 1,000bhp. It’s not just an engine, it’s an icon.



WORK wheels and AP stoppers. Perfection

COVER CAR

➔ control from there." One of the more noticeable elements, as you've probably spotted, is the Rocket Bunny V1 kit. This was an early addition, and Kiran was at pains to ensure it was markedly different from every other V1 on the global scene; rather than simply bolting it on, it's been smoothed carefully into the original bodywork, an absence of skirts or splitters keeping it clean and really accentuating the aggressive girth of the arches. Naturally you can't have massive wide arches without the right wheels to fill them, and he's gone über-premium here with a set of full-fat WORK Meister S1 custom splits, 9-inch wide at the front and a whopping 12x18-inch out back. And it'd look a bit mad to be rocking this epic combo without the stance being absolutely on-point, which explains the presence of Air Lift Performance suspension with 3H management. This is a fella who insists on the best, after all, and there are no half-measures here.

BELOW: Simple but effective air install



BELOW: Air Lift's 3H management



"There were three or four different sets of wheels before these ones," Kiran explains, "and the car's been painted three different times as well as being wrapped twice. The new wrap is a custom 3M job by Fleet Livery Solutions Ltd, designed by Kyle Wassmer Design. At one point there was a huge custom chassis-mount wing that I designed myself; I swapped the bonnet and bootlid for Seibon carbon fibre items, there have been so many changes. But the biggest change was the engine swap: that totalled about eighteen months of downtime altogether, and I blew the 2JZ about a month after having it back so it had to go straight back into the shop to be forged!"

That's right. Kiran's not messing about here. That early glimpse of Ryan Tuerck hurtling sideways through NYC



Cobra Suzuka buckets

Seibon bonnet and bootlid have been left unwrapped for cosmetic reasons



clearly left an impression, and the idea of fitting a 2JZ straight-six was always there in the back of his mind. This is, amusingly, anathema to the purists who insist that the whole point of a GT86 is to have the low-down weight package of the boxer engine, and when we recently told the boffins at Toyota UK HQ about this project, they shook their heads in disbelief. But that is really the point. The aim here was to build the UK's most outrageous '86, and whacking a 2JZ in there is a great way to do that.

As you might have deduced by now, this was never going to be a case of simply finding an old Supra motor and throwing it into the GT86 to say 'Yeah, I've done that'. Kiran wanted to do this properly. And that meant not just fitting any old 2JZ, but one that would properly fulfil the overarching brief. When he tells us that it's been built with 1,000bhp potential on pump fuel, it all starts to make sense.

Let's take a look at this astonishing two-jay-zed then, shall we? All of the engine conversion and build work, fabrication, wiring, and tuning was carried out by Tom Hudson at Fensport Performance, and he's created something of a monster. The 3.0-litre straight-six, most commonly associated with running in twin-turbo guise in the Mk4 Supra, is here packing a huge single turbo – a BorgWarner S362 SXE T4 twin-scroll, with twin Turbosmart wastegates exiting their screamer pipes right through the bonnet. The all-important internal strength is provided by forged Mahle pistons and Bridgeway conrods, and it's all governed by a Link G4+ Fury ECU – the first '86 in the UK to do so. This means that, along with the fully tucked engine and body wiring looms and fresh custom engine loom, the car has full CANBUS integration to retain all the factory functions and keep the instrument cluster working properly. It also offers anti-lag, launch control, switchable boost, on-board lambda, e-throttle, closed-loop boost control, closed-loop fuelling on idle and cruise, the



The E46 M3 gearbox has been mated to a CAE shifter



OWNER PROFILE:

Name: Kiran Halsey (@lord_halsey on Instagram)

Age: 23

Occupation: Entrepreneur

First car: My sister's hand-me-down SEAT Ibiza

Favourite mod on your car: The engine swap

Favourite show: Players Classic – fantastic mix of old and new, as well as track/show cars

Track day or show-and-shine? Both

Lessons learned from this project: Be careful who you give your money to – some companies may seem like your friends and have your best interests at heart, but sometimes they're aiming for a quick buck and their work is not what you thought it would be.

What's next? I'm hoping to do a full rollcage with front and rear crash bars during the winter this year, and maybe some new wheels.

COVER CAR

➔ full shebang. This is, frankly, bloody clever. Brains and brawn working as one.

"The Injector Dynamics 1050x injectors use an Otaku Garage billet fuel rail, retaining the factory returnless fuel system," he continues, "which stunningly didn't struggle at this power at all, using a fixed 4-bar of feed pressure." And the ingenious solutions kept coming: a Mocal oil cooler modified to fit right up to the 2JZ, a GT86 alloy rad with the inlet and outlet modded to suit the six-shooter, ECU-controlled twin fans, a custom exhaust system made using awesome 3-inch oval tubing from Vibrant Performance... this Toyota is, without a doubt, one of the most extensively and intelligently modified cars we've featured.

"I have smashed arches, had huge problems with the car being painted for repairs in a different colour to what it was supposed to be, and lost my exhaust on a four-hour journey which did no favours for my ears," says Kiran. "But regardless of the money it's cost and the stress it's caused me, I love this car and it has given me friends for life. I wouldn't change a thing. People's reactions to it are just the best too – younger people get it, but the older generation? The look of absolute disgust is something very dear to my heart." And that, in essence, is the purpose. This guy set out to be outrageous, and that's exactly what he's done. Furthermore, in the process of achieving this, he's built a yardstick by which all cars on the GT86/BRZ/FRS platform will surely be judged. Not bad for a first-timer, huh? Some people just have a natural – or even supernatural – flair for this stuff. ■

TECH SPEC: TOYOTA GT86

STYLING:

Rocket Bunny V1 kit smoothed into body (minus skirts or splitters), full custom 3M wrap by Fleet Livery Solutions Ltd – designed by Kyle Wassmer Design (@designsbykw), Seibon carbon fibre bonnet and bootlid

TUNING:

2JZ-GTE VVTi 3.0-litre straight-six, BorgWarner S362 SXE T4 twin-scroll turbo, twin 38mm Turbosmart wastegates exiting through bonnet screamers, Mahle Motorsport 86.5mm forged pistons, Bridgeway conrods with CA625+ bolts, ARP mains and head studs, HKS multi-layer steel head gasket, 8.5:1 compression ratio, Link G4+ Fury with fully tucked engine and body wiring looms, custom engine loom, full CANBUS integration to keep factory functions and instrument cluster, anti-lag, launch control, switchable boost, onboard lambda, e-throttle, closed-loop boost control, closed-loop fuelling on idle and cruise, Otaku Garage billet inlet modified to accept 82mm Bosch Motorsport e-throttle, Injector Dynamics 1050x injectors – using Otaku Garage billet fuel rail retaining factory returnless fuel system, Mocal oil cooler, modified GT86 alloy radiator to move inlet and outlet to suit 2JZ, twin ECU-controlled Spal fans, custom alloy solid water piping, intercooler pipework and intercooler mounting, 3in stainless exhaust system using Vibrant Performance oval tubing, crackle black and mirror-polished detailing throughout, Excessive Manufacturing VVTi-to-BRZ conversion mounts with custom gearbox mount, all engine conversion, fabrication, wiring, engine build and tuning carried out by Tom Hudson at Fensport Performance, E46 M3 gearbox with CAE shifter, Xtreme twin-plate clutch, custom propshaft, uprated driveshafts, Kaaz 2-way LSD

CHASSIS:

9x18in (front) and 12x18in (rear) WORK Meister S1 wheels, Air Lift Performance suspension with 3H management, AP Racing 8-pot front callipers, 4-piston rears, J-hook discs all round, ABS system deleted, OBP hung billet pedal box, custom stainless braided brake hosing from pedal box to calipers and clutch slave cylinder

INTERIOR:

Cobra Suzuka seats, MOMO steering wheel, custom air install by Plush Automotive, Defi gauges



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Firestone

TOP 10 RWD BARGAINS

There's a rivalry between advocates of different drivetrain layouts. Fans of hot hatches will tell you the simplicity and amusingly scrabbly nature of FWD is the most entertaining way to get the hairs standing up on the back of your neck. Anyone who owns a quattro-equipped Audi, an Evo or an Impreza will look at you like a madman if you suggest AWD systems add unnecessary weight – because they can't figure out why anyone wouldn't want to have all of the colossal grip they enjoy. And RWD fans? They're the most vocal of all, pointing out this is the classic formula: engine up front, drive going to the back, slab of meat in the middle exploiting the forces at either end. It's this last group we're catering for today, whether you're a seasoned veteran on the lookout for some bargain thrills or a rear-drive virgin looking for a way in.

The fact of the matter is RWD cars allow you easy oversteer and oversteer is just awesome. Look at drifting; every competitor is perennially on a knife-edge, constantly midway through an accident. Generally they save it and transition into another almost-accident. But plenty of times they won't, hitting the crunchy reality of a full-blown cock-up. Hearts are won by entrants who are good, bad, great or mediocre. And this is a game anybody can play. For people who feel front wheels already have enough to do with all the steering and braking they're doing, rear-wheel drive makes a lot of sense. And buying in doesn't have to break the bank.

We've rounded up our top 10 RWD bargains for you here, doing our damndest to keep them under £3,000. Jump in and let's go and find some wet roundabouts...

Nissan 350Z

The 350Z is one of those all-time good ideas we can all be thankful for. As has always been the way with Z cars, it's basically Japan's interpretation of what a muscle car should be: there's a gruff and rugged vee-engine at one end and a diff at the other. And not a lot else. In this instance, we're talking about a 3.5-litre V6 which offers all the right noises as well as sufficient grunt to pin you back in the seat, mated to a sweet little manual 'box. OK, the interior is a bit drab and plasticky, but you won't notice that if you're spending all the time staring through the side windows into a fug of tyre smoke, will you?

Later cars are out of our budget here, but the earlier ones (from about 2003-05ish) can be found just over the £3k mark if you're patient in your searching. Make sure it's been properly looked after – or, at least, not thrashed too extravagantly – and it could well be the most reliable car you ever own. And with 287bhp to play with (later cars had a nice round 300bhp), you've got more than enough to keep you busy. Bit of a looker too, isn't it?

PRICE TODAY: £3,500

TOP 3 MODS: Injen intake, BC Racing coilovers, Japspeed exhaust



TOP 10 RWD BARGAINS

Mazda RX-8

Wait, come back! OK, we know that the idea of buying a cheap rotary-engined car is enough to get most people running for the hills, but they're not as terrifying as you might think. Indeed, these engines are far, far simpler than piston engines – you can count the number of moving parts on your fingers. The key is to find one that's been properly looked after. You see, the reason most people will use phrases like 'rotor tips' and 'regular rebuilds' when you mention RX-8s is that a lot of owners didn't know how to look after these things – treat it like a regular petrol engine and it'll die before long. Acknowledge that rotaries consume a fair amount of oil, keep checking it and keep it topped up, and it'll be fine (probably).

Once you've got over that hurdle, you're on easy street. The first generation of RX-8s, produced from 2002-08, was available in either standard or high-power versions – both with the non-turbo twin-rotor RENESIS 13B-MSP engine. The standard version had a four-port engine making 191bhp, while the high-power six-port offered 231bhp; the former had a five-speed gearbox, the latter had a six-speed. The 2008 facelift effectively created a second generation that ran until 2012; the shell was strengthened and suspension geometry revised, and the gearing was altered to improve acceleration. The RENESIS II engine arrived in 2009, featuring a third oil injection port in each rotor housing. But whichever one you go for, you'll find yourself with a car that doesn't know if it's a saloon or a coupe, which has a weird engine and makes crazy noises. What's not to like?

PRICE TODAY: £2,000

TOP 3 MODS: Tochigi Fuji LSD, OE Bose audio upgrade, BC Racing coilovers



Ford Scorpio

All right, you're going to have to bear with us on this one. Yes, we know that most people hate the late-1990s bug-eye Scorpio, but we've always had a bit of a thing for it. The American styling is so cool. Just look at that single strip of rear lights, the swoopy curves of the bumpers... this is an interesting piece of design, isn't it?!

Yeah yeah, we might be barking up a strange and confusing tree with this one, so we might as well throw you another curveball: we're not recommending you go for the Scorpio Cosworth either. Obviously that's the best one, we're not arguing that. But the Cosworth-fettled V6 engine is in such demand with the classic Ford boys and girls, for swapping into Capris and suchlike, that it's made them quite expensive. No, the one you should go for is the 2.3 Ultima.

The peppy 16-valve motor gives you a decent 150bhp, and Ultima spec means you get leather seats, a CD changer, climate control, cruise control and various other treats. There aren't many of these cars left, because everyone hates them, but this means those few which remain are nice and cheap. It may not be ideal for drifting, but if you want a well-equipped RWD wafter, a Scorpio Ultima can be yours for about two grand. And if the looks bother you, remember you can't see the outside from the inside.

PRICE TODAY: £2,000

TOP 3 MODS: Air-ride, Rotiform SIX wheels, full audio boot build



Mazda MX-5 (NB)

What can we say about the MX-5 that hasn't been said a million times before? They're just bloody brilliant, aren't they? Everyone loves a Five, and anyone who says they don't is either lying to you or simply lying to themselves. It's the perfect formula: Lotus-like light weight, revvy little twin-cam, god's own gearbox, styling pinched from the British roadsters of the 1960s, faultless Japanese reliability. Ubiquity ensures enduring cheapness on the second-hand market and the aftermarket around these cars is so massive that, if the fancy takes you, you could devote the rest of your life to hunting down the myriad obscure JDM tuning parts to wow your fellow Mazda-fanciers at shows.

What we're recommending here – possibly just to be wilfully stubborn – is the NB. That is, the Mk2. Why? Because it's nobody's favourite MX-5. The original NA is the timeless classic, with its slender lines and pop-up lights. The later NC is a different animal, with its wide arches and variety of roof options, while the contemporary ND is frankly a bit of a mentalist. But the NB? This was essentially a facelift of the pop-up light model rather than a new thing. It's exactly the same car underneath, it just has fixed headlights and slightly blobbier styling. This also means they're slightly cheaper, which is good as NA values are rapidly climbing – and everything you can do to the NA, you can do to the NB. The potential is limitless. They respond very well to forced induction, y'know...

PRICE TODAY: £2,500

TOP 3 MODS: K&N induction, Racing Beat exhaust, M-Tech turbo conversion



Mercedes SLK 230

Roadsters are something Mercedes-Benz have always done supremely well, right back to the 1930s. Indeed, the silly money that soft-top Mercs from the '70s and '80s are going for these days clearly demonstrates how people can't get enough of these things. Baby SLs in particular really hold their value. But wait. There is still a cheap way into this market.

The R170-series SLK is sitting in an interesting position right now; Mercedes sold absolutely loads of them, so much so that the third generation is still on sale today. And the first-gen cars, built from 1996-2003, are superbly abundant and impressively cheap. Look at the SLK 230: you get a 2.3-litre motor with an Eaton supercharger strapped to the side of it, serving up an amusing 190bhp, packed into a chassis that's more than capable of handling it. The car also comes with a witchcraft-powered electro-hydraulic Vario-Roof, which no-one really understands but it's great when it's working. This isn't a fancy car, but it does everything you want it to. And hey, it's got a supercharger. Superchargers are brilliant.

PRICE TODAY: £1,500

TOP 3 MODS: KWE Racing tuning pulley kit, Bilstein B14s, AMG Monoblock wheels



BMW 540i (E39)

BMW and the rear-wheel drive format go hand-in-hand. It's always been that way. Sure, they have a fair few AWD systems in the showroom these days too, but the brand has always been an advocate of steering from the rear. Even when they entered the hatchback market with the 1 Series to take on the Golf and the Focus, the Bavarian effort had to have a propshaft.

Now, once you could pick up an E30 for peanuts and thrash the hell out of it until it blew up, then go and find another one and repeat the process ad infinitum. But the retro market has caught up with them, and the likelihood of finding a cheap usable E30 these days is somewhere akin to getting a straight answer out of Theresa May. Likewise the E36; these have passed out of tramp-drift territory and into the more-expensive-than-they-should-be zone. The logical conclusion would be for us to champion the cheapie E46 then. But instead we're going to level up from the 3 Series to the 5 Series, specifically the E39 540i.

The E39 is the model built from 1995-2003, the real sweet spot for modern-classic Beemers; modern enough to be well equipped and properly screwed together, but old enough to be a bit less complex and a bit easier to grab by the scruff of the neck. There are loads of engines in the model range, but there's no point mucking about here – since we can't afford an M5 at this money (by a long shot!), we reckon the 540i is the pony to bet on. Just look at the specs: you get a 4.0-litre M62 V8 which offers 282bhp straight out of the box, a bulletproof 6-speed Getrag gearbox (you can also get an automatic, but why would you?), and the sort of lovely interior you'll want to waft down to Monaco in. Snap one up before people realise what stonking value they are!

PRICE TODAY: £3,000

TOP 3 MODS: H&R coilovers, lightweight flywheel, M5 diff

Lexus SC/Toyota Soarer

This is one of the cars you need to catch before the drifting world snaps them all up, although quite a few of them appear to have slipped through the net and managed to avoid the dreaded drift tax. We've seen some pretty decent Soarers/SC 400s on the market for £3k recently, and it's a hell of a lot of car for the money.

So what is it? Well, it's a slippery little coupé that was sold from 1991-2000 as both the Lexus SC 400 and the Toyota Soarer. The initial idea was to take the base ingredients of the luxurious LS 400 saloon and create a waffy coupé for the US market: what resulted was a supremely well-equipped two-door packing the 4.0-litre 1UZ-FE V8 pinched from the LS 400, mounted way back to make it front-mid-engined. There was also an SC 300 variant, which had a nat-asp 2JZ motor – that had 225bhp to the V8's 260bhp, and you know how tunable JZs are so it's a wide open choice really. It's also easy to shove a turbo JZ and a manual gearbox in there, obvs. And if you can find a JDM model badged as a Toyota Soarer, some of them came from the factory with a 295bhp 1JZ-GTE and a manual, so the hard work's already done.

Whichever one pops up on your watch list, you'll be getting a sweet little sports car that's luxuriously appointed and has oodles of tuning potential – either a cheap way into JZ power, or an excuse to rock a V8 before the Extinction Rebellion movement throws them all in the sea.

PRICE TODAY: £3,000

TOP 3 MODS: Built JZ motor, manual swap, WORK Emotion CR3P wheels



TOP 10 RWD BARGAINS

Porsche Boxster S (986)

Swallowed your brave pills? OK, let's dive into the slightly unnerving and shark-infested waters of cheap Porsche ownership...

It's been possible to get Porsches for under £3k for a while now and the 924 is the perennial fave; ignore the wallies who tell you it's not a proper Porsche if the engine's in the front (or those who snigger and say it's got a van engine). It's a decent car. But weirdly, as 924 prices climb, early Boxsters continue to dip, which leaves you with an unexpected option: should you buy a Boxster for £3,000 instead?

The answer is no, but also an emphatic yes. Which is just about the worst advice we're able to offer. Sorry about that. First let's deal with the 'no': this is a proper high-end sports car, so it'll cost Porsche money to run, and if the one you buy needs new brakes and suspension (as well it might, given the age and usage) you'll have spent as much again getting it fixed. Plus some early cars had porous engine blocks, which can lead to overheating and ultimate drivetrain death. And of course there's the fabled IMS bearing failure, which you might have to sell your house to fix. And millions of other things can go wrong.

But forget all that negativity and focus on the 'yes': this is a pretty little roadster with an excellent engine mounted in exactly the right place, famously inspirational handling, and the ability to plaster a smile across your face even if you're just pottering to the shops for milk. Keep an eye on the auctions, as these early amber-indicator 986s do pop up around the £3k mark. Buy a good one and it could be the best car you've ever owned. (But please don't come and wee through our letterbox if you buy a bad one...)

PRICE TODAY: £3,000

TOP 3 MODS: Bilstein B16s, 911 Turbo brakes, lightened flywheel



Toyota MR2 (W20)

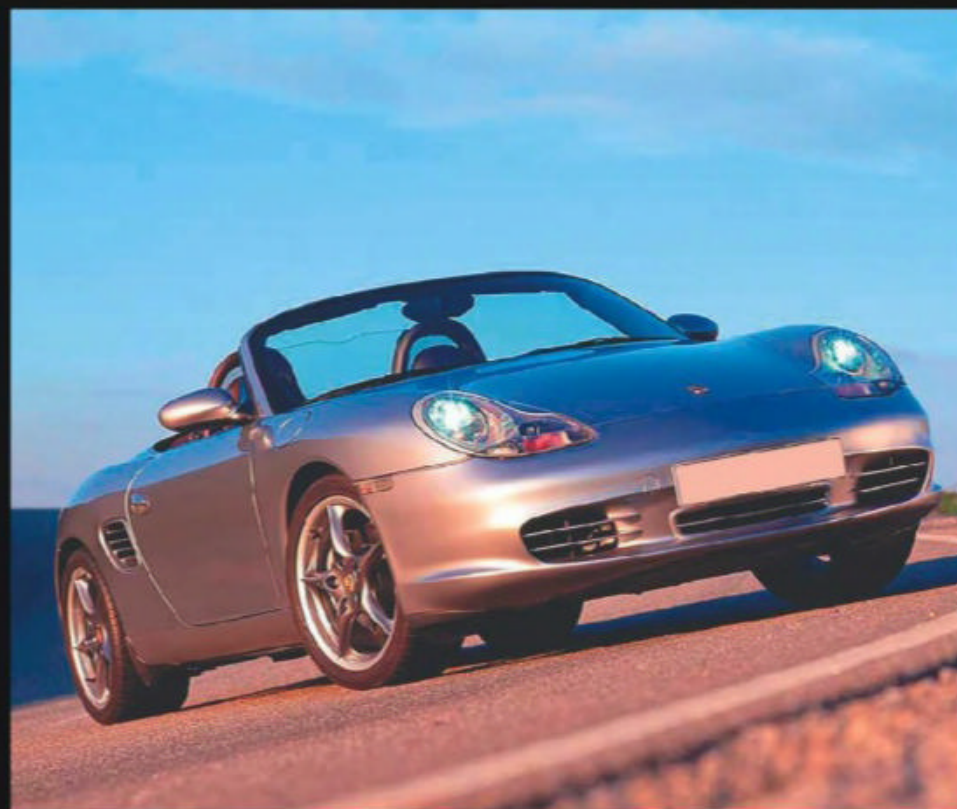
There are few cars as cool as the second-gen MR2 and that's a solid gold fact. Just look at it: it's a classic sports car shape, beautifully proportioned, a design that's aged really well. Plus the engine was mounted in the middle and the chassis was awesome, so these things can lap roundabouts at speeds you wouldn't believe...

What you will find is that buying an MR2 isn't just buying a car. It's an entry through a portal into a shadowy realm of nerdy minutiae, and once you step through it you can never return. The world of the MR2 is fabulously complicated: for example, UK cars were offered in a choice of Coupe (with a nat-asp 2.0-litre 3S-FE motor), GT Coupe (with a more powerful 2.0-litre 3S-GE) or GT T-Bar (which, obviously, had a T-bar roof, along with loads more interior spec). We officially didn't get a turbo version, but there were loads of grey imports. Japan got the G (same as our GT Coupe, but more powerful), the G-Limited (same again, but higher spec with more toys), GT-S (with a turbocharged 2.0-litre 3S-GTE) and GT (completely different to our GT, with a turbo motor and luxury interior).

They were constantly updated in terms of spec and equipment too – you'll hear enthusiasts eulogising about the differences between the Rev 1 and Rev 2 models, the LSD and power hikes of the Rev 3, the downgrades of the Rev 4, the BEAMS engine of the JDM Rev 5... It's bloody complicated, frankly, and you don't need to know all of this. Just find a good example of any MR2 and drive it as fast as you can. That's our advice.

PRICE TODAY: £2,500

TOP 3 MODS: HSD coilovers, VeilSide bodykit, retro race livery



Lexus IS200

A-ha! It's the Japanese Mercedes! Alright, don't let the Alan Partridge association put you off, this is a genuinely decent car. And enough time has passed now that we've forgiven the IS200 for kicking off the bloody Lexus light craze of the late-1990s and early-2000s that meant so many otherwise-cool modded cars ended up looking terrible. That probably wasn't the IS200's intention.

The great news is that this car is something that logically shouldn't exist: a cheap Lexus. By their very nature Lexuses (Lexi? Lexa? Lexula? Christ, now the Amazon Echo's triggered...) are luxury cars, meaning high-end materials, proper build quality, rugged mechanicals, and a markedly reduced likelihood of random buttons suddenly stopping working. Which is great, because the IS200 is also rear-wheel drive and if you buy the right one, it likes to get all slidey too. The engineering of the car was spearheaded by Nobuaki Katayama, who was also responsible for the iconic Toyota AE86, which is a pretty decent starting point. The European-market car had a 2.0-litre straight-six 1G-FE engine with 153bhp and a six-speed manual; Japan's Toyota Altezza (same car, different badge) could be had with a 207bhp 3S-GE 2.0-litre four-pot, and then of course there was the IS300 which had a 3.0-litre 2JZ-GE straight-six with 217bhp. Whichever one you go for, it's a hell of a lot of RWD monkeyshines for a pretty minimal outlay. Why aren't more people buying these?

PRICE TODAY: £1,500

TOP 3 MODS: TTE supercharger, MFactory helical LSD, HSD Monopro coilovers



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POCKET ROCKET

Thought the Rocket Bunny treatment was reserved for sporty Japanese coupés? Kampil Hasoontree's bespoke Mk7 Fiesta is out to prove the same magic can be applied to pretty much any car if you only put your mind to it...

Words: **Sam Preston** Photography: **SerialOne**



“Thai car owners live by the phrase ‘nothing is impossible’ – more than any other nation”



Super-rare WORK-built Modex Deerfield splits

➔ **As well as Brexit, the F1 season and Midge’s fashion sense,** there’s another heavily debated topic we’ve been trying to get to the bottom of here in the FC office for many, many months now: just why exactly is the Thailand car tuning scene blowing up at the moment?

You see, it might be a relatively small country not known for manufacturing many of its own particularly memorable cars. But this hasn’t stopped us from witnessing some of the most satisfyingly accomplished modified vehicles coming out of here in recent years. It was only when images of this tasty Bangkok-based Ford Fiesta of young Kampol Hasoontree arrived in our inbox recently that we began to finally piece together the answer. And it revolves around this: Thai car owners really do like to live by the phrase ‘nothing is impossible’ – more, perhaps, than any other nation...

STANCED OUT

The first question we need to ask ourselves when admiring this incredibly unique hatchback is just why Kampol decided to settle on this rather unlikely European Fiesta in the first place?

Thailand is best known for its JDM offerings when it comes to stanced-out street stonkers and their respective modifications, but this compact Ford isn’t as random a choice as you might first think. You see, the country actually built this car to its very own specifications a few years back, meaning they’re more popular here than you might imagine.

It also means Kampol was able to snap up his hatch with the fairly pokey and boosted 1.5-litre Ti-VCT motor, as well as a celebrated PowerShift dual-clutch ‘box

straight from the factory, making it the perfect base car for a young person looking to begin their debut build with.

Sure, it isn’t a Nissan Silvia or a Toyota Supra, but thankfully this didn’t do anything to deter Kampol from beginning to express his well-thought-out style on his latest purchase straight away. He’s applied the same quality touches these more popular cars often receive and ended up with something far more unique as a result of such great vision – as we’re about to find out.

STREET CRED

The humble Fiesta might be a popular car for people like your mum to nip to Asda in, but it’s worth reminding ourselves – just like Kampol did – that it’s also gained some pretty impressive street cred in recent years. As well as smashing the Rallycross stages in the hands of drivers such as a certain Mr Block it’s



Shotgun-style exhaust system? Tick!



been winning awards left, right and centre in the form of the unrivalled ST road car. That's why, despite not having tons of off-the-shelf parts available compared to other models, Kampol was determined to build up a formidable show stopper, going to fully bespoke lengths wherever required to make it happen.

"I really liked the Rocket Bunny style, but couldn't find anything relevant to the Fiesta from the brand," he begins. No bother, though, as a quick trip to the legendary Mard Body garage to the north of Bangkok, followed by some detailed talks with the team, soon saw the mother of all exterior conversions take shape.

Chopping and choosing Rocket Bunny-branded parts from other vehicles, Mard Body was able to whip up its own take on a similar kit for the Fiesta, complete with all of the vents, splitters and, of course, riveted-on wide arch extensions that we've come to know and love from this Japanese styling company. Set off with all-important touches such as the aggressive ducktail roof spoiler and abrupt shotgun-style exhaust system, and it was soon



All the vents, splitters and riveted-on arches associated with the Rocket Bunny brand



HOT RIDE



BELOW Top to Bottom:
K-Stance air tank; Fatlace/
Vertex collab limited-edition
steering wheel; full Mard Body
gusseted weld-in roll cage and
BRIDE bucket seats



The stripped interior includes Mard Body aluminium footrest plates



clear to see this uber-JDM style was indeed going to work perfectly on this car too.

Once the shut lines and panel gaps were tweaked to perfection and the kit was looking fresh-to-death when sprayed up in a body-matching white hue, Kampol could next be found rolling his pride and joy around the corner to The Wrap Icon, who was waiting to get its talented hands on the car.

Soon sporting this eye-catching, black-to-white, race-inspired vinyl livery on its muscular flanks, there was no doubt in anybody's mind by this stage that this was one Fiesta project which was being taken much further than most would ever dream of.

The final piece of the exterior puzzle was choosing the right wheels to take pride of place under the incredibly capacious arches. A self-confessed wheel connoisseur, Kampol wasn't going to accept anything less than perfection here, eventually opting for some super-rare WORK-built Modex Deerfield splits. With their chunky and functional five spokes and full nine inches of girth, they give off hints of that Rallycross stance the rest of the package so effortlessly offers up now.

RALLY-STYLE INTERIOR

Talking of Rallycross, the interior has been treated to an equally-as-brutal and motorsport-inspired overhaul, stripped of all its creature comforts and applied with a heavily-gusseted roll cage, as well as checker-plate footrest plates, from the guys at Mard Body.

With some Bride recliners, a JDM steering wheel and even that rally-style window netting also making an appearance, this is one cockpit that you can be certain even Ken Block would feel comfortable spending some time in.

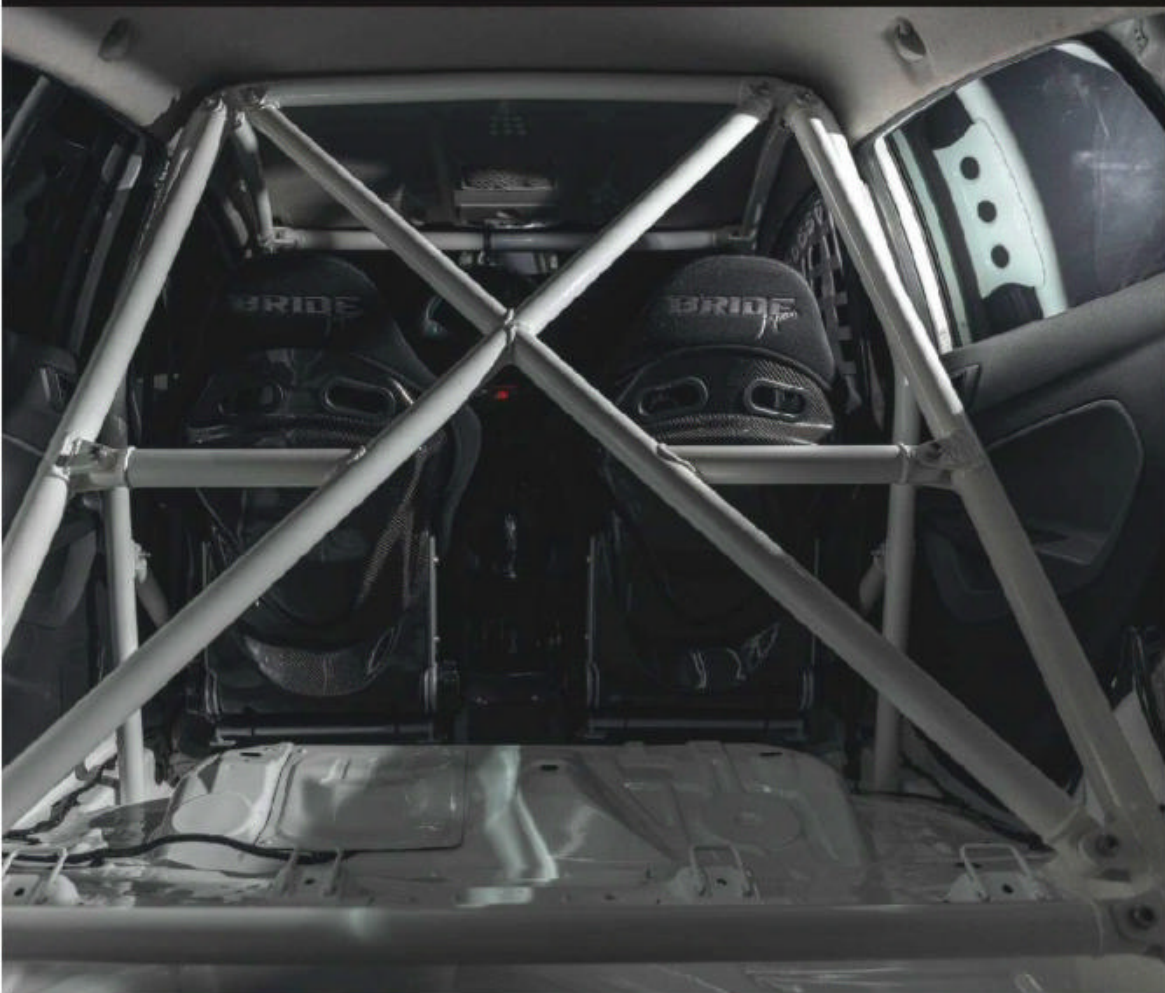


Bride Stradia II Japan reclining bucket seats

Offering around 111bhp from the word go, Kampol's treated his pokey turbocharged motor up front to some subtle enhancements, not least a K&N air filter and a straight-through custom exhaust system that finishes in a dual shotgun-style crescendo jutting aggressively from the bodywork at the back.

These alterations have so far proven to be the perfect way to open up a little more from this nippy package, but there is whispers of larger turbochargers making an appearance not too far down the line.

The fact Mard Body has been bombarded to replicate this killer kit by countless other Fiesta owners since Kampol's now very-famous car has smashed the show scene, it goes without saying that this is one car that's successfully gone down a storm for all the right reasons.



So next time you get a crazy idea in your head, it's worth reminding yourself of this inspirational story and the fact that anything is indeed possible if you only put your mind to it... ■

TECH SPEC: MK7 FORD FIESTA

STYLING

Full custom wide-body kit (comprising bespoke front bumper, front splitter, rear diffuser, rear ducktail spoiler and wide arches); The Wrap Icon custom black-and-white race livery with decals; black Ford badges; rear fabric tow strap.

TUNING

1.5-litre Ti-VCT turbocharged four-cylinder petrol engine; K&N air intake; custom stainless-steel exhaust manifold and system with twin exit tips; six-speed PowerShift semi-automatic dual-clutch gearbox.

CHASSIS

9x16in WORK Modex Deerfield three-piece split rims; 205/45x16 Nankang NS2 tyres; custom air suspension system with H-Drive S-spec dampers and K-Stance air components; factory disc brakes.

INTERIOR

Stripped interior; full Mard Body gusseted weld-in roll cage; Mard Body aluminium footrest plates; Bride Stradia II Japan reclining bucket seats; Fatlace/Vertex collab limited-edition steering wheel with Works Bell quick release and short boss; G-Force racing window safety net.

THANKS

Mard Body; The Wrap Icon; SerialOne Photographer.



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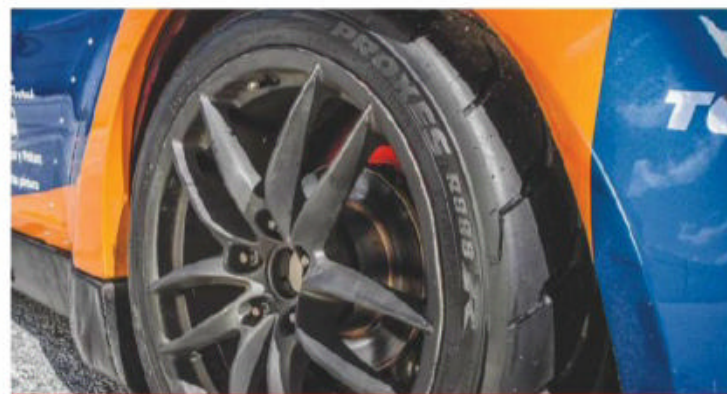
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ACADEMY

We pop along to Auto Finesse to check out their new Detailing Academy and get our just rewards...

REWARDS



The art of cleaning your car has come a long way in recent years. Gone are the days of grabbing the nearest sponge, filling a bucket with water and washing up liquid and hitting the paintwork with about as much finesse as a cow taking a dump. We're now living in a world where the two bucket method is the only method and you'd be shot for confusing a wax with a polish.

Now being that I'm the editor of this very fine publication and the fact I've read more detailing guides than I care to remember, I like to think I know a fair bit about the art of detailing. But I decided to pop along to Auto Finesse's brand new Detailing Academy for a refresher. But could they teach an old dog new tricks...

AUTO FINESSE

Run what ya brung

There are four courses to choose from, but we opted for the most popular, Detail What You Bring option. It's exactly as you'd expect: a day spent detailing your own car. What's particularly good about this course is that it's tailored to your exact requirements, a bespoke lesson in the areas you're most interested in. For me it was an ideal opportunity to refresh my knowledge and hone new techniques...

9am - Meet and Greet

The Detail What You Bring, Enthusiast and Advanced courses are all one day workshops and run from 9am to 5:00pm. Our day started with a cheeky latte and informal introduction with Academy Technician Joe Huntley, where we discussed what I wanted to get out of the day before getting to work on my dirty, daily 325i Touring.



9:30am - Arch Enemies

Always start with the dirtiest part of the car and in my case that was my wheels. First up we hit them with a liberal coat of Iron Out and let the product work its magic, before giving them a blast with the pressure washer. We repeated this process, while also tackling the barrels and arches.



DON'T WEAR LIGHT CLOTHES

The guys were slightly amused by my choice of attire. You get pretty mucky when detailing a car! I'd always wondered why Team AF wear black and now I know. Obvious really.

10am - Wash and Go

Next we hit the car with some Avalanche snow foam, using a detailing brush to work the foam into all the nooks and crannies. I've never been a massive believer in this process and always thought it to be a bit of a gimmick. But I've got to admit, after seeing Avalanche in action and discussing the process with Joe, I've been converted.

Next up was a quick jet wash to remove the foam before starting the contact wash using Lather. Joe advised to use two wash

mitts here; a noodle mitt for the wheels and lower sills, and an ultra-soft mitt for the rest of the car. So it's not just two buckets, it's two mitts, too!

After another blast with the pressure washer, we hit the car with Iron Out. Yup, this stuff isn't just for wheels and it proved



PUT THE SHAMPOO IN AFTER YOU'VE FILLED THE BUCKET

A lot of people (including me) put the shampoo in before filling it with water as it froths up nicely. But this isn't the optimum way of mixing your solution as the products will have a higher concentrate in the bubbles and not the entire water/shampoo mixture.



to be a vital step on my car.

After yet another hit with the pressure washer, we covered the car in Aqua Coat before a final jet wash. It was now time to dry the car before heading for lunch...



TAKE YOUR TIME

One thing I wasn't expecting to be picked up on was my jet washing technique. I was far too quick and wasn't maximising the dirt removal from the pre-wash.

**USE DIFFERENT SIZE AND COLOUR CLOTHES**

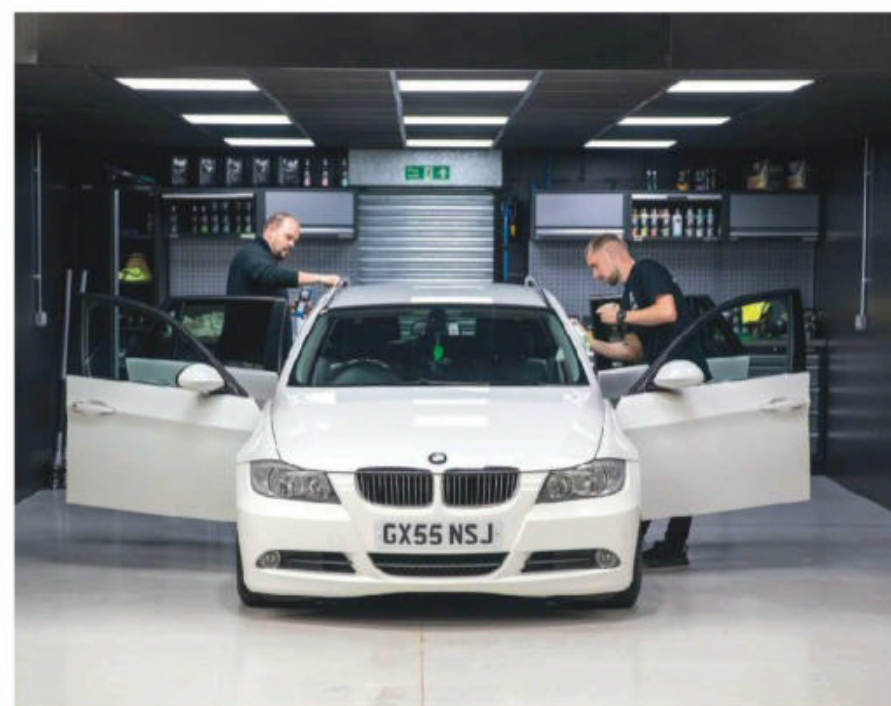
Cross contamination is never good, so always try and keep your bodywork and wheel clothes separate

**12-1pm - Lunch**

It was back upstairs to the kitchenette, where lunch was provided. I opted for a chicken salad with a diet coke chaser, and very nice it was too.

**USE IRON OUT ON YOUR PAINT**

This contaminate remover was developed for paintwork, not just wheels. The iron fall-out from your brakes doesn't just affect your wheels but the whole car.

**1pm - 5:30pm - Bay Lords**

We moved the car into one of the two detailing booths, our base for the rest of the day. After a quick clay-bar refresh (remember, don't be shy with the lube), Joe set up a test bonnet for some machine polishing action.

**WAX ON, WAX OFF**

Forget the Mr Miyagi technique. It's better to work in straight lines when claying, polishing or waxing a car.

I haven't done much of this in the past and it's a skill I wanted to add to my car-cleaning repertoire. By the end of the session I felt confident in my ability to tackle this in the future. We even went over my car with a paint depth pen to identify any delicate areas I should be wary of.

We were now on the finishing straight and most of the other areas we covered were more of a case of checking my techniques and giving me tips to make the jobs easier, plus the benefits of certain



CRYSTAL CLEAR

When cleaning the outside windows, spray the cleaner directly onto the glass. But when working on the inside, spray the product onto the cloth to avoid overspray onto the dash and interior trim!



products – for example, most people clean their glass, but it's often a good idea to polish it using Vision. This simple step can help your windscreen wipers perform better. OK not the biggest problem in the world, but a handy hint nonetheless.



Conclusion

Now don't go thinking that if you book this course you'll have a fully machine polished and detailed car by the end of the day. There's simply not the time for that and you'd be kind of missing the point anyway! All of the AFA experiences are focused on learning, from using the right products to improving your techniques. As mentioned, I like to think I know a thing or two about car care, but I still picked up some fantastic advice, from simple tips in optimising my pressure washer technique to learning how to machine polish.

But what I really liked about the DWYB

course was its flexibility. I spent most of the afternoon session learning about the art of machine polishing as this is where I lacked experience, whereas I didn't really feel the need to cover vacuuming, so we didn't cover it. This is the beauty of this particular course, because everyone's needs differ and you can tailor the day to suit your requirements.

It really was a worthy experience, which hasn't just left my car revitalised but my passion for detailing, too. Pass the clay bar... ■



THE COURSES...

Detail What You Bring:

Learn the right techniques to tackle your own car
Cost £295

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- Pre Wash & Contact Wash
- Decontamination & Drying
- Machine Polishing
- Hand Polishes, Glazes & Paint Cleansers
- Waxes, Sealants & Coatings
- Interior, Glass & Finishing Touches

Enthusiast:

An introduction to detailing
Cost £195

- Engine, Shuts & Wheels
- Pre Wash & Contact Wash
- Decontamination & Drying
- Polishes, Glazes & Paint Cleansers
- An Introduction to Machine Polishing
- Waxes & Sealants

Advanced:

The finer art of detailing
Cost £295

- Preparation Overview & Recap
- Paint Types & Substrates
- Paint Assessment & Defect Spotting
- Polish Preparation
- Paint Polishing
- Pad Cleaning & Polishing Accessories
- Waxes, Sealants & Coatings
- Interior Steaming & Extraction

Professional:

Become a master in the art of detailing
Cost £POA

This is Auto Finesse's flagship five-day course, designed for those looking to take the step from enthusiast to a fully-fledged professional in the world of detailing. It will give you the knowledge and confidence to tackle any detailing task to a professional level. A full description of all these courses can be found on www.autofinesse.co.uk/academy

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FRESH KIT

KSPORT COLOUR CALLIPERS, from £140 (surcharge)

There's no denying that one of the all-time great mods is painting up those stock brake callipers. We've all done that once or twice over the years, right?

The thing is though, when you're looking for peak performance and upgrading with a stonking BBK, you don't really want to go colour-matching your brand-new callipers with a tin of high-temperature paint and a brush, do you? To be fair, powdercoating can be a right old faff too, and that's if you can ever find the right colour. So, we can see where the guys at KSport are coming from with their rather genius idea of offering an almost infinite amount of new calliper options.

These guys have always made some amazing (and well-priced) big disc and multi-pot conversions, all the way up to 444mm discs with monster 8-pots in fact. Traditionally though, their callipers have been only available in red, black, yellow and orange – the price you pay for such an extensive fitment list. The big news now though, is that you can now order

your new units in pretty much any colour your heart desires. So, not only have these guys got perhaps the most comprehensive range of direct-fit kits in the business, but now they have all the bloody colours, too.

Now, there's nothing better than more options, we know this. And the premise is ideal for matching up your flash new paintjob. It's arguably even better for making your build stand out from the crowd of other popular cars. Where they really come into their own though, is if you're rocking those iconic special edition colours, like Audi Nardo Grey, Honda Championship White, Ford Imperial Blue or Vauxhall Arden Blue (to name but a few). With that in mind, a set of these could make an extremely trick edition, even if you're something of a brand purist.

We love the braking performance most of course. But often the colour can be key. We mean, you wouldn't buy a bright pink R8 would you? Well then.

www.ksport.co.uk



FRESH KIT

NEW PRODUCTS

The shiniest and freshest mods on the market

WOLFRACE DORTMUND, FROM £135 (EACH)

Who doesn't love a fapping huge split-five? Especially when it's a classic design, with a smattering of concave goodness, where the spokes go all the way to the edge to make it look even bigger!

The Wolfrace Dortmund has always been one of the top picks in their popular Eurosport range, and now even more so because of the three sexy new finishes they're rolling out for 2019.

The bronze and matt black offerings are a thoroughly restrained, hardcore affair, while the Blackberry looks... well, good enough to eat. In fact, if you lick it, it tastes of blackberries too (no it doesn't, and please don't do that – Jules). Properly tasty!

www.wolfrace.com

Sizes: 8.5x18, 8.5x19,
8.5x20

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Offsets: ET35-42

Finishes: Matt Black,
Black Polished, Gloss
Black, Gunmetal Polished,
Bronze, Blackberry



TURBOSMART VAG BOVS, FROM £198

If you're a turbo VAG fan without an inner five-year-old who just loves the whooooooscccht of a proper dumper, cheer up mate, you may just be taking life a little too seriously! Still, if your soul is devoid of all mischief, don't worry, these new BOVs from Turbosmart are also available in a 're-circ' configuration for the more restrained setups out there too.

What's most important here is that these Electro-mechanical items are the world's first truly plug-and-play BOVs for VAG motors. They also won the Best New Performance-Street Product at SEMA, chiefly because they're designed as a direct replacement for the stock item, and work without interfering with any manufacturer control systems. This means there are no hoses, brackets or adaptors to worry about, and they won't throw up the dreaded '60-nicker-to-clear' check light either.

There are performance benefits too of course. They respond 57-times faster than the blink of an eye, and offer a 400-percent reduction in the common boost leak caused by the standard items. And yes, of course those are exactly the reasons why us sensible FC chaps want one (er, honest).

www.turbosmartuk.co.uk



MEGUIAR'S QUIK SCRATCH ERASER, £23

This new stuff from the mighty Meguiar's is all a bit Barry Scott, eh? Designed to remove light scratches and scuffs from your paintwork, the best bit about this is that the only effort you need put in is attaching the polishing pad to your cordless drill, and squirting on a few drops of the micro abrasive formula. You can then erase any paint defects just like one big, er, eraser (nice! – Jules). And all without the risk of doing any damage to the surrounding areas. Bang, as they say, and the scratch is gone!

Come to think of it, you could probably use it to prevent scratches in the first place too... by throwing it at those dicks in the supermarket carpark who park a bit too close. That's a real double whammy in our book!

www.meguiars.co.uk



FRESH KIT

ROAD ANGEL PURE, £249

It's been almost 10 years since we've seen a new product from Road Angel, and while it's not quite the bazooka or a Gatso-seeking missile, we asked for, this new Pure unit is very nearly as cool. It's a damn sight more legal, too.

And that's the whole point. Unlike many of the smartphone apps designed to do a similar job, this won't land you with points and a big fat fine if you're seen using it on the road.

Anyway, camera detection and safety equipment has always been their forte and this new box of tricks uses live update alerts and laser gun detection, along with school and black zone alerts, to keep you warned at all times. After all, we might be the Instagram generation nowadays, but not all pics of your motor are good pics. Don't get caught out.

www.roadangelgroup.com



Awesome Audio

KICKER L7S, FROM £300 ▶

Every so often a legend from your childhood returns to the world all new, improved and better than ever. It's a bit like Noel Edmonds coming back for Deal Or No Deal, or Rick Astley with his new grime album (you made that one up didn't you? Initial G). Well, that's exactly what we're looking at right here: the return of an absolute icon.

Based on the original Kicker square subwoofers, these new L7S monsters feature uber-quality ceramic magnets, high temperature voice coils, a forged aluminium frame, patented corners (that are ribbed for your pleasure) and, just like the originals, offer 20-percent more surface area than any round sub in their class.

Available as 8, 10, 12 and 15-inch versions, remember kids, these aren't just the daddy, they're the daddy's daddy! Epic sonic weaponry.

www.kicker.com



JL AUDIO C5-653, £700 ▲

On the face of it these spanky-looking items may seem a little on the wallet-destroying side. But comparing this component system with the majority of other speakers on the market is a bit like comparing afternoon tea at The Savoy with the lasagne you just nuked in the microwave. They're simply in a different league. And a very posh league at that. Still, if only the best will do for the creation of sonic awesomeness in your car, then this is the three-way setup for you. To be fair, when you check out the construction and tech involved too, they actually start looking like something of a bargain.

They have all sorts of technical specs we don't understand of course, but perhaps the best is the patented 'elevated frame cooling', which means they keep the temperature down themselves by directing air through slots straight to the voice coil. This actively enhances power handling and sound quality, making them much like the air-cooled engine of the audio world. And we all know there's nothing cooler than air-cooled, right? Or more expensive for that matter. But sometimes you really do get what you pay for.

www.jlaudio.co.uk

JL AUDIO TuN APP, £FREE ▼

OK, so we may have just said you get what you pay for, but here's something for absolutely nowt and, unlike most freebies, it's definitely not shite either.

JL Audio's recently fully-updated TuN software lets you control your VXi amplifier and other DSP products from your smartphone or tablet (and no, you can't have those for free too). Unlike most products of this type, this means it doesn't require you to plug in a laptop to configure, control and tune your high-end equipment. The software also has a cool demo mode, so you can check it out first before you go hardware shopping. So, put down the Pornhub and have a play with this instead. At least you won't go blind (maybe deaf though? – Jules).

www.jlaudio.co.uk



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Even if you're lucky enough to have a garage or workshop and don't have to work on your drive, it's still pretty obvious that most corded power tools suck when it comes to cars. It's the reason we rarely plug in a drill nowadays, and the best impact wrenches come with big ass batteries attached to the bottom.

But what about the multi-tools favoured by everyone from Bob the Builder to Nick Knowles, and just about every pro mechanic, fabricator and trimmer in between? Well, there are a few cordless items out there, usually either cheap and not very powerful, or useful but seriously expensive. But that's where this all-new 18Volt unit from GMC bucks the trend – this one seems to have it all...



THE PRODUCT

Multi tools are supposed to be versatile (that's where the 'multi' bit comes in), but this one is more versatile than most simply because it's cordless. But that's not the whole story, it's a bloody powerful bit of kit. The 18V battery is exactly the same as the 1.5Ah Li-Ion unit used in GMC's drill/impact driver combi pack that we tested three or four months ago. And very good they were too. It also makes this the perfect add-on if you already have those, or anything else in the GMC 18V range.

Anyway, the real point is that the 18V battery puts this one firmly in the professional class. These batteries not only have a handy LED indicator, and they charge in an hour but, if you're in the trade and need to run them constantly for days on end, they're also upgradable with 2, 3 or 4Ah options.

On to the actual body of the unit and the professional qualities become even more apparent. Constructed from impact-resistant materials, it's just as solid as it looks, perfect for chucking around the workshop or bouncing about in your boot.



THE VERDICT

The Global Machinery Company is an Aussie firm that distributes here in the UK. And, like most of our cousins from Down Under, they're not exactly subtle when it comes to power and toughness. That goes as much for their cars as much as it does for their tools. GMC are Aussie all over, they don't like to mess about, their game really is all about no nonsense kit with the emphasis on being rugged and powerful enough for trade users.

With a quick test it's obvious that there's plenty of grunt here. With the cutting blade attached (which is no doubt the most popular accessory) it'll make short work of wood, metal and plastic... and Suzuki Alto bumpers, if you happen to have our Jules' taste in chunky rubber.

But it's also nice that it's not just about sheer power - there's some lovely little features that show plenty of finesse too. The rubberised grips are, apparently, designed to reduce vibrations and fatigue, and there's also variable speeds. But, hands down the best feature in my book, is the quick release mechanism that makes changing accessories a matter of a couple of seconds. There's no mucking about with spanners or hex keys to remove blades or sanding pads, simply flip the lever, slot in your chosen accessory and away you go.

Cutter, sander, scraper, router, plunge saw, this versatile item is easily everything you want from a multi-tool, a master bit of toolage that's just as suited to us modifiers as it is for everyday professional use. If you can't see plenty of uses for this one, you simply don't belong in a workshop. Nice work GMC coppers!



AD5

Gloss Black / Polished, Gloss Black,
Gunmetal / Polished
8x18"



ASSASSIN

Gloss Black / Polished, Gloss Black
7.0x16" 7.0x17" 8.0x18"
8.5x19" 8.5x20"



ASSASSIN GT2

Gloss Black / Polished
8.5x18" 8.5x20"



KODIAK

Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



MUNICH

Gloss Black / Polished Face,
Gloss Black
8.5x18" 8.5x20"



TORINO

Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO

Gloss Black / Polished
Gunmetal / Polished
8.5x18" 8.5x20"



SPORTLINE

Gloss Black
Polished
8.5x20"

WOLFSBURG

Gloss Black
Polished
8.5x20"



DORTMUND

Gunmetal / Polished, Gloss Black / Polished, Gloss Black, Blackberry &
Bronze (20" only)
8.5x18" 8.5x19" 8.5x20"



KIBO

Gunmetal, Gloss Black / Polished Lip
7.5x17" 8.0x18" 8.0x19" 8.5x20" 9x20"
9.5x21"



TURISMO

Gloss Black & Gloss Black / Polished
8.5x18"



LUCCA

Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



STUTTGART ULTRA CONCAVE

Gloss Black / Polished Face
8.5x20"



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LIFESTYLE

LIFESTYLE

The car culture experience doesn't just belong in the garage

Liberty Walk Skate Decks, £100

If you're into your modified metal and know the difference between a hardflip and an nollie, it's highly likely you'll be wanting one of these Liberty Walk skate decks! Although we'd argue they're a bit too posh to be grinding rails on and think they'd look much cooler mounted to the wall of your man cave.

www.libertywalk-eu.com



Montblanc x Pirelli Trolley Collection, from £615

Have you just booked your summer holiday but are in desperate need of a new cabin trolley? Well look no further, because Montblanc have teamed up with Pirelli to bring you this limited-edition trolley that's perfect for today's discerning globetrotter. Highlights include a polycarbonate lightweight shell, 360-degree ball-bearing wheels that feature Pirelli's iconic logo and a multi-stop precision handle bar with collaboration signature.

Not only that, but as only 5000 pieces are being released and you'd need more money than sense to buy one, it's highly unlikely you'll have the same case as someone else on your flight. Meaning some silly twat won't pick up your case by mistake.

www.montblanc.com



G-Shock MTG-B1000-1AER, from £750

Before you even book your flight or buy a limited edition Pirelli suitcase, the first thing you need to do before you jet off on your holibobs is buy a decent watch. Why's that, I hear you cry? Well, you don't want to miss your flight because your old timepiece's battery has gone flat, do you? OK, you could just use your phone. But then you wouldn't have an excuse to buy one of these stunning MTG-B1000 G-Shocks!

These might be at the top end of the G-Shock range but they still offer great value for money when comparing their features to other watches in this price bracket. As Casio says itself, this is a streamlined G-Shock for enhanced wearability. We couldn't have put it better ourselves. We want one.

www.g-shock.co.uk





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Words & Photos: **Midge**

DIY DAY JOBS & WEEKEND WONDERS

DISCS AND PADS

Stop right now, thank you very much. Gotta slow it down baby, got have some fun...



Never has there been a more worthwhile mod than uprated brakes. After all, being able to stop your car is quite important and, at some point, those discs and pads will need replacing anyway. So why not wang in something better than standard?

You'll be surprised just how much difference it makes. In fact, this is probably the ultimate DIY job and it's certainly one of our favourites. But what's

most important here is not to be scared of it. Yes, we are talking brakes, and yes, it's absolutely essential that they're done properly. But we have faith in you dear reader.

It really is an easy job that anyone with a few mechanical skills can do safely and effectively. And, just to prove the point, we got an absolute monkey on the case!

DO IT!

1 SAFETY FIRST

You'll be fitting parts that are just like the ones you take off, so if the shape and size of the original pad or disc looks different along the way, it's the wrong one. This is where a trusted supplier comes in.

First thing's first though. You're going to need to jack up the car (on flat ground) and get it secured on axle stands. Use your head for this part... no not literally, just make sure everything is solid and the car isn't going to drop.

We've concentrated on the front brakes in this guide, chiefly because they're the most important for stopping power. Doing the rear pads and discs is essentially the same job, although you'll usually need a piston winding tool and will have to remember to re-adjust the handbrake afterwards.



THE GEAR

Fitting Time: Round about 20-30mins per corner

Costs: Discs and pads from around £180

Normally this is the bit where we'd say you need to look for the very best quality gear. But you already know that. These are your brakes after all. It's exactly the same process for a stock swap. But as this is FC, we've gone for a performance setup with a set of funky EBC BSD discs, pared with their fast-road Yellowstuff pads.

So, we're looking at direct replacement parts for this particular DIY Day Job, and on a car that carries the most common brake setup out there – floating single piston callipers (those with a separate sliding calliper and carrier). Some motors will have multi-piston floating callipers, and the fitting process is the same with those (you'll just need to push in more pistons).

The only thing to look out for is the performance offerings with multi-pot fixed callipers – the ones you'll find on RS Audis, Scoobys and the like. These are also the type of callipers you'll find in most performance BBKs. In their case the process is slightly different because they don't have calliper carriers and the pads will be removed through the top of the calliper first (and fitted last). Very often replacing discs and pads is much quicker with these setups, but then again, that's the whole idea.

For the majority of us though, we'll be looking at cars with normal floating callipers. So here's exactly how it's done...

Specialist Tools:

While you're working, you'll need to be able to push the piston (or pistons) back into the calliper. On front callipers this can usually be done with a large pair of water pump pliers. For rear brake callipers (and some fronts) you'll usually need a specialist tool to physically twist the piston back into the calliper. These piston winders, as with brake parts, copper grease and brake cleaner, are all available from Euro Car Parts and they start at around £12.

www.eurocarparts.com



2 CALLIPER REMOVAL

Once the car is secure, you'll need to pop the wheel off (obviously – Jules). You'll also have to get under the bonnet and take the cap off the brake fluid reservoir – this will become important later, to ease the pressure when you push the piston back in the calliper. For now though, the first job is to remove the calliper and, even though I've clearly run out, I'd

always recommend wearing nitrile gloves when handling these parts. Brake dust isn't the best stuff for your skin.

As for the main calliper body, you may have a metal spring clip on the front, so pull that off first. Then you'll find it's attached to the carrier with a couple of retaining bolts at the back. Quite often these have standard six-point bolt heads, so you can use a socket or spanner, although on many (this one, along with a load of other VAG cars and Fords) you'll need a large hex key or socket. On some cars you'll also need to use an open-ended spanner to stop the bolt spinning.

Once the calliper is undone, pry it off with a large screwdriver or pry bar, unplug any electronic pad sensors and remove the old pads.

In our case the pads are housed in the main calliper, but very often the pads will be left on the carrier after the calliper is removed. It doesn't matter which way around yours is, but just make a note of what pads go where for when you're refitting them.

After this you won't need the calliper for a bit, but you still don't want to leave it dangling around on the brake hose. Support it with an axle stand or tie it up out of the way.



3 DISC REMOVAL

Next, it's time to get the old disc off. Most often the calliper carrier will be in the way, so again you'll need to get behind the hub to locate the mounting bolts. Crack these off with a socket and remove the whole carrier. On some cars you'll now be able to slide the disc off, but

on others (like my Beetle here) it will also be screwed to the hub. Be careful when removing this screw, as rounding it off will seriously ruin your day. If it's on there tight, the best way is to use an impact driver rather than a standard screwdriver (or hex key).

These remove the screw by jolting rather than through sheer twisting torque, so you stand a much better chance of not causing damage. If it's all undone and the disc is still not coming off, give it a whack on the back with a hammer to free it up.



4 NEW DISC

Fitting your new disc is a simple case of sliding it on. Before you do that though, clean up the hub with a wire brush and some brake cleaner. The idea of this is to make sure the surfaces are flat to safeguard against any runout – you don't want your discs wobbling about, do you? No, you don't. The discs need to fit flush and it's also best practice to apply a little copper grease to the mating surfaces to prevent seizing.

Now take your new disc and give it a good going over with some brake cleaner. Discs are often given a special coating to stop them rusting in storage and you'll want to get this off.

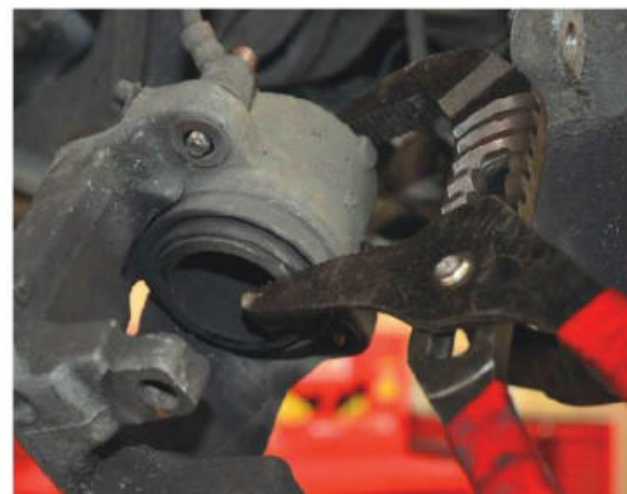
Now you can pop the disc on the hub, making sure it's the right one as you go. Bear in mind that, because of the grooves, many performance items are directional. Once the disc is back on, you can clean up and refit the carrier.



5 PISTON

Now you'll want to give the calliper a good clean with your wire brush and brake cleaner, to remove any old brake dust and debris. But don't go too mad. Make sure you don't pop off and lose any metal clips that are on the calliper or carrier. You'll be needing those.

Because your old pads will be more worn (and hence thinner) than your new pads, you'll also need to push the piston back into the calliper housing to account for the extra thickness. For this you'll usually need a big pair of water pump pliers or a specialist piston winder. This is also the bit where you get to pray your pistons aren't seized out. Each one should slide back in smoothly.



6 PADS

Grab your new pads and work out which ones go where. In our case it's obvious because the pads have a retaining clip that fits into the piston, but that's not always the case. Some also have an electronic wear sensor that will need to be plugged in – that is unless the car doesn't have the facility to monitor them in the first place, in which case you'll need to cut 'em off.

(Note: BMWs and MINIs often have a separate sensor that needs to be plugged into the pad and then the dash indicator reset).

Before you fit your pads, slap a little copper grease on the edges where they make contact with the calliper or carrier, to help prevent squeaking and seizing. For obvious reasons, be careful not to get any on the disc or the pad friction surface.

Once the pads are mounted, the calliper can be bolted back on in the reverse of how you took it off. Don't forget any metal retaining clips and be careful not to over-tighten the bolts as they're usually small and easily snapped. Most people don't, but it is best to refer to the manufacturer's torque settings here.



7 BEDDING-IN

Once you've put the cap back on the fluid reservoir, you're done for now (unless you're doing the rear discs and pads too). But bear in mind that you'll need to bed your pads in over the next 100 miles or so. That means smooth, progressive braking until the friction surfaces are mated together perfectly for optimum bite. There you go. Better stopping in no time at all!



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Photography: Matt Woods Car: Toyota GT86 Owner: Kiran Halsey

HOT RIDE

The Social Net

Dripping with stunning carbon fibre and outrageously wide WORK Equip wheels, Harvey Howe's aggressive E82 brings a unique US flavour to UK shores

Words: **Aron Norris** Photography: **Andy Tipping**



WORK



In a world of likes, comments and follows, it's easy to get caught up in the Internet of Things, trapped in a mindset where online acceptance becomes the only thing that matters and the line between reality and façade is left dazed and confused by the wicked work of algorithms, influencers and click bait.

Of course, for all of the negativity surrounding the dark and evil ways of the digital age, car culture has never been more connected geographically via the internet, which can only be a good thing. Social media



HOT RIDE

WORK Equip Q5s matched to Nexen N'Fera SU1 tyres



is both a gift and a curse these days, but inspired by the US modified scene, this particular E82 project owes a lot to the power of the internet and it's hard to argue with the results.

This impressive E82 is the creation of Harvey Howe, a 21-year-old machine/plant operator from King's Lynn. "I have owned this car since I was 18," says Harvey, who stumbled across it by complete accident. "I was actually on the lookout for an E92, but when I saw the E82 in person at the dealer I liked it a lot more than I expected to. This one was a perfect condition, approved used 120d and with just 20k on the clock. So I bought it and haven't regretted my decision one bit since."

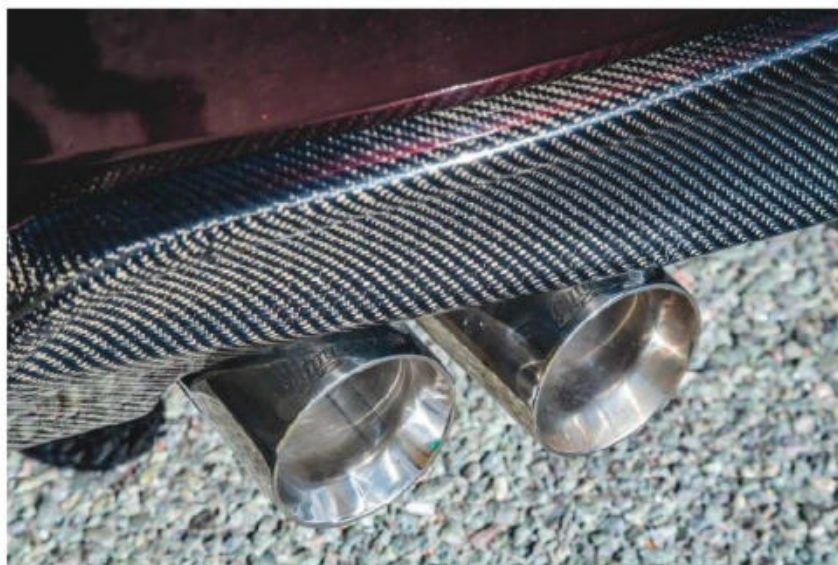
Harvey's a big fan of cars with fitment/stance. But he's keen to quash the assumption that stanced cars are built purely just to look good, because in his case this car was built to be driven and enjoyed around the country to attend shows and meets. "I've had so much

fun attending events around the UK in this," he says, reflecting on four years with his E82. "My favourite memory was the time a group of us made the trip up to Scotland for Cleanfest; we made it 800 miles without any issues whatsoever, but within five minutes of crossing the Scottish border I got pulled over and fined for my tinted plates. Thankfully no issues with my tyres though!" he laughs.

Like most car enthusiasts Harvey has built his project bit-by-bit over a number of years, but his first modification was in the suspension department, allowing the car to sit on the floor at the touch of a button. The brand on everyone's lips when it comes to air suspension these days is Air Lift, so it should come as no surprise to hear that Harvey's E82 wears their latest kit, which is a direct fit on the 1 Series chassis. "I didn't originally plan to fit air, but a few of my mates made the jump from coilovers and I was impressed with how their cars handled, while also looking amazing, which prompted me to consider it for mine," he says. "I justified it to myself because the car would sit on the floor and be practical," grins Harvey, telling us how his E82 plans snowballed. "And before I knew it, I had a brand new Air Lift Performance kit and 3P management on its way from the States."

Next up were the wheels, a very important piece of the overall project for Harvey. "Wheel choice is one of the most important modifications you can make to any car and can literally make or break the final look. I had a vision in my head of exactly what I wanted and didn't want to compromise," he tells us. "I kept seeing amazing E82s over in the States on social media, so I challenged myself to bring that style to the UK. I love the aggression that wide wheels give a car and I wanted to push the boundaries and try

"Before I knew it, I had a brand new Air Lift Performance kit and 3P management on its way from the States"



Neat carbon fibre touches everywhere (oh, and the odd award)





something different with my wheels and fitment," he says. "In America, fully-polished/chrome wheels are a much more common sight than in the UK, so I thought it was time for someone over here to try it and I'm really happy with how it all turned out," he smiles.

Harvey's original wheel setup was a set of BMW enthusiast-friendly three-piece Breytons, but having kept them for over a year, he decided it was time to change things up and his heart was set on WORK Equip 05s, a hard as nails classic five-spoke design. These mirror-polished beauties in staggered fitment, built with gold hardware by Wheel Unique, are an impressive 10x18 inches up front and 11x18 inches at the rear, which is pretty damn wide by anyone's standards, especially on a stock body E82.

In order to squeeze them under his arches, Harvey needed to use a brutal combination of negative camber and seriously skinny rubber and the final outcome is nothing short of outrageous. With 215/25 tyres mounted on the front 10s and 225/35 on the rear 11s, this setup defies the laws of physics.

With the fitment exactly how he wanted it, it was time to turn his attentions to the body colour. "I had a whole load of carbon goodies on order and wanted

“With 225/35 tyres on the rear 11s the setup defies the laws of physics”





to add some colour to contrast against the wheels and accentuate the body lines of the E82," which was now wearing a 1M replica front bumper and custom side skirts/splitters.

It's impossible to talk about Harvey's car without mentioning that colour, which works perfectly against the sculpted E82 and lacquered carbon weave. "It surprised people when I told them it was wrap, which is credit to the excellent work by Joe at Paint Killers – when I first revealed the car so many people assumed it was paint," he says, recalling the moment he revealed this new look on Instagram ahead of the show season. The final hue is Black Rose by 3M, a rich dark red which adds a touch of luxury while looking very similar to BMW Individual Mora metallic when the light catches it. Vehicle wrapping has come a very long way in a short space of time, both in terms of materials available and wrapping know-how, which has seen wrapping specialists producing unbelievable results with vinyl and Harvey's car is testament to that with a fit and finish second to none.

When the carbon fibre parts started to arrive, the project went all systems go with some very special lightweight additions soon to be fitted up. "I was excited to see how the carbon fibre would look against the new hue," explains Harvey. "I was over the moon with how the carbon parts (bonnet, boot

lid, front splitter, mirrors, spoiler and rear diffuser) contrasted against the new wrap and I couldn't wait to get out and enjoy the car".

With the exterior looking suitably US-inspired, attentions turned to upgrading the interior, where Harvey would be spending a lot of time road-tripping to shows. Recaro is without doubt one of the must-have brands in automotive tuning and one seat model in particular caught Harvey's eye when thoughts turned to making improvements to his interior. "I knew from the very start I wanted a pair of Recaro Pole Positions so it was just a case of waiting for the right set to come up for sale," he says. "Fortunately, I found this set cheap on Facebook and was on my way to collect them the next day – my interior plans came together nicely."

Upgrading the seats alone was never going to cut it for Harvey, which is why he continued his new-found obsession for carbon fibre inside. "I love the way carbon weave catches the light and contrasts against the other materials and textures both inside and out,"



Side blades, carbon boot lid and carbon roof spoiler all by Unique Customs



Wrapped in stunning Black Rose





"I knew from the very start I wanted a pair of Recaro Pole Positions"



HOT RIDE

➔ he explains. "I also felt like the interior was a bit dull in stock form, so I decided it was time to add real carbon fibre wherever I could, much like you would see on the high-end BMW M cars." The carbon fibre is perfectly complemented by flashes of Alcantara trimming on the dash and centre console, which really does create the look and feel of a current spec BMW, and the end result is a simple but effective interior with carefully thought-out additions.

"All in all, this latest look is an evolution over the course of four years, with massive help from my mates, it has been a real team effort," says Harvey, and he is quite rightly proud of this build. "I just love the way it has turned out," he grins.

While there's no doubting the execution and quality of this E82, Harvey's car is definitely much more than the sum of its parts. On paper, this is a relatively simple build with a modest list of modifications. But the outcome is pure aggression and it goes to show that out-of-the-box thinking and a clever choice of parts is sometimes the only thing required to make a big impact. With obvious US inspiration and a heavy dose of blood, sweat and tears, this is now one of the UK's finest E82s. ■

TECH SPEC: E82 120d

ENGINE AND TRANSMISSION

2.0-litre four-cylinder turbo-diesel N47D20; K&N air filter; full Milltek exhaust system; Sport Auto six-speed automatic gearbox.

CHASSIS

10x18in ET2 (front) and 11x18in ET4 (rear) fully-polished WORK Equip 05s with gold hardware; 215/35 (front) and 225/35 (rear) Nexen N'Fera SU1 tyres; Air Lift Performance air-ride; 3P management.

EXTERIOR

3M Black Rose wrap; 1M replica front bumper; 1M RevoZport carbon front splitter, carbon mirrors; Unique Customs side blades, carbon boot lid, carbon roof spoiler; Rieger carbon diffuser.

INTERIOR

Recaro Pole Position seats; Royal Steering wheels carbon/Alcantara flat bottom steering wheel; carbon air vents; radio surround; gear stick; gear stick surround; handbrake handle; speedo dome and start-stop button; Alcantara dashboard and door handle trims.

THANKS

A massive thank-you to both Jake and Jamie for playing a big part in the project – I honestly couldn't have done it without either of them; Chrissy, owner of Unique Customs, for helping me out last year and keeping me motivated to keep pushing my car to be it's best; Dan Taylor, owner of Wheel Unique for being involved with me from the very start – he's now built three sets of my wheels; Joe Addison, owner of Paint Killers, for once again doing an amazing job of wrapping my car; my parents for putting up with me and the lads working on the car most days, causing pure havoc on the driveway and for putting up with my mood swings when something wasn't going right!

1M replica front bumper and 1M RevoZport carbon front splitter



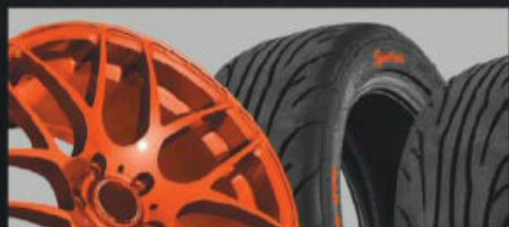


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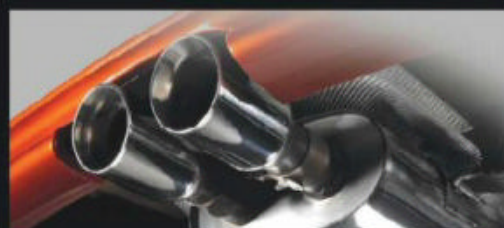
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JAPFEST 2019



Japfest is massive. There's no two ways about it, the show's an absolute whopper. The substantial Silverstone venue is just about big enough to contain it all, but frankly the enthusiasm you guys show for modified Japanese metal is so broad and all-encompassing, we wouldn't be remotely surprised to find that next year it had spread out over the whole of Northamptonshire. Or is it Buckinghamshire? Silverstone's a confusing place.

If you were at this year's event (and if not, why not?), you'll have found yourself surrounded by a staggering array of diverse and unusual JDM metal – plenty of fresh builds debuting at the show, along with many stalwarts of the show scene, previous feature cars, and lots more besides. Our own stand bristled with a sort of greatest hits of recent top-flight features, while our Banzai buddies across the way mirrored that with their own back-catalogue. Over in the pit garages, the editors of these fine automotive institutions went head-to-head in their scintillating hatchback build-off (plenty more of that to enjoy in the coming months), and the club stands this year were frankly huge. It was literally impossible to count the number of Imprezas, Civics and MX-5s in attendance (and that's not hyperbole,

there genuinely aren't enough numbers even when we add all of our fingers together), and the showings from the more niche offerings were equally impressive: obscure kei cars, oddball turbocharged luxury saloons, unexpected drift missiles, you could walk around the show in constant circles and find new things to enjoy on every loop. In fact, that's exactly what we did for the entirety of the show.

Over at the sprint test, entrants ranged from the logical contenders such as EP3 Civics and Mitsi Evos of various generations, to more lateral choices like the Suzuki Cappuccino and CRX Del Sol. And the drifting? Oh man, the drifting was awesome – an AE86 with a turbo'd Lexus V8 makes a hell of a noise, as does an S-body Nissan with a Chevy LS, and don't even get us started on the brap-brapping rotaries... all of which left the circuit wreathed in delicious tyre smoke, ready for the hardcore faithful to blow it all away with countless Fast Car readers taking to the track in their own project cars. And best of all – it didn't rain!

We'll be ready to do it all again at Donington Park on July 13th – see you there, yeah?



OUT THERE



Liberty Walk Europe brought along their GT-R. What a stunner



Fast Car stand

We love getting out and about to talk to FC readers about their builds, and it's even better when we're able to pull together a bunch of past and future feature cars so that people can see up-close the motors they've been reading about. Our Japfest stand featured some awesome rides, including Kev Cham's blue chrome Impreza (which spits three-foot flames from its wing-exit exhausts!), Sammy Housden's bagged WRX STI, Jordan Saunders' AiRX-7 – complete with copper-plated SSR wheels – and, receiving plenty of amusing double-takes, the Tesla-powered R32 Skyline that you've no doubt been following the progress of in our Project Cars pages. Boss-man Jules even pushed a few cars about with his own hands. Manual labour, eh? It'll never catch on...



This beast has changed a bit since last year



Old skool rules





The drifting was on another level



Damn!



We're loving this boosted Lexus IS200



Auto Finesse

Our buddies over at Auto Finesse had a sweet selection of cars in their enclosure, down at the end of the pit garages. Diversity was the watchword here, there was something for everyone: one of the cleanest S14A Silvias you can possibly imagine was keenly guarding the gate, flanked by a Championship White Accord wagon with the full Type R treatment, and a tasty satin-black K10 Micra. The two-tone '88 Silvia was an old-school Gran Turismo dream, and there was an awesome Glanza V with loads of on-point mods – we do love a Glanza. And just for fun, we parked one of our motors in there too – we'd borrowed a fleet of Le Mans-liveried GT86s from Toyota UK, and the Denso car sat perfectly in the Auto Finesse enclosure... although maybe we should have cleaned it first, it was filthy. If only there was someone we could have asked about that...





You just can't Beat it (sorry)



Kei classics

Hidden in a far-flung corner of the site (and remember, Japfest is absolutely bloody vast) we found an amazing cache of obscure little kei cars. It was the Autozam AZ-1 that first drew us in, because gullwings affect us in the same way that the bat symbol works for Batman, we just can't look away. And going in for a closer look, we also found a Daihatsu Mira Avanzato TR-XX R4, which is essentially what would happen if your Impreza Turbo shrunk in the wash – diddy little box with a zingy turbo motor and four-wheel drive. There was a Honda Beat, which is a super-cool car as it was the last ever model to be officially signed off by Soichiro Honda before he died (so the Beat is to Honda what the F40 is to Ferrari), plus a Suzuki Lapin – we think it's the only time we've seen a Lapin in the UK. Kei cars are just brilliantly weird, we love them.



Some say the wide-arch movement is slowing down...

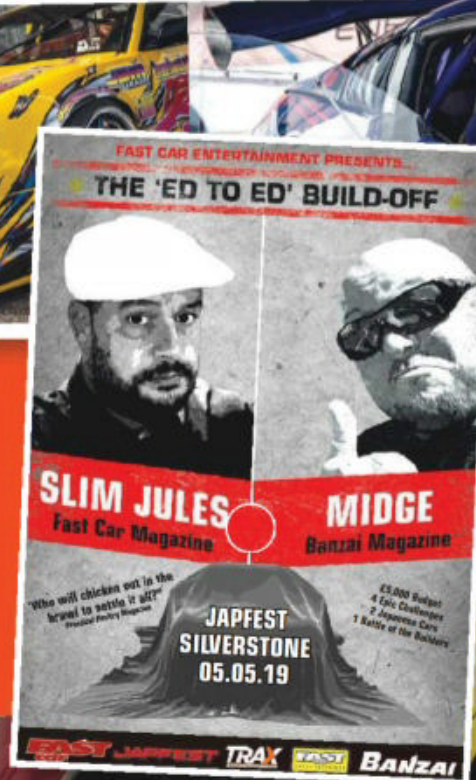


... those people are blind



Ed-to-Ed build-off

You'll have read about the Ed-to-Ed build-off elsewhere: our very own architect of mayhem, Mr Jules Truss, is taking on the venerable Midge from the Banzai dynasty, to compete in a series of modding challenges over the year. True to form, they've stitched each other up by buying a right pair of shitters – Midge got Jules a Suzuki Alto, and Jules returned the favour with a Daihatsu Sirion. There are no winners here. At least... not yet. See, the boys have so many cool builds under their collective belts, they can make even these terrible cars cool. And the first challenge? Setting a time on the sprint test, making a few mods, then setting another to see how they'd improved. Both of the lads started off by bolting on a set of stupidly big wheels (like, Carlos Fandango wide) with fat sticky tyres that they have no hope of ever breaking traction with, and from then... well, let's just say they reverted to type: Jules got busy with the power tools, cutting the crap out of his Alto to make the wheels fit. And Midge? He obsessively chased the weight-saving by stripping everything possible from the Sirion – seats, doors, tailgate, the lot. He managed it all in about ten minutes, because he's from Dartford. What mighty oaks will grow from these rotten acorns?



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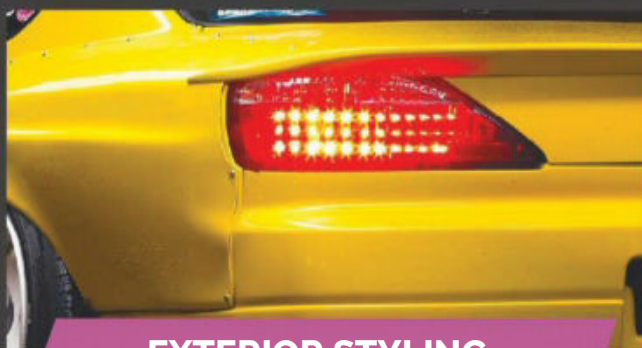
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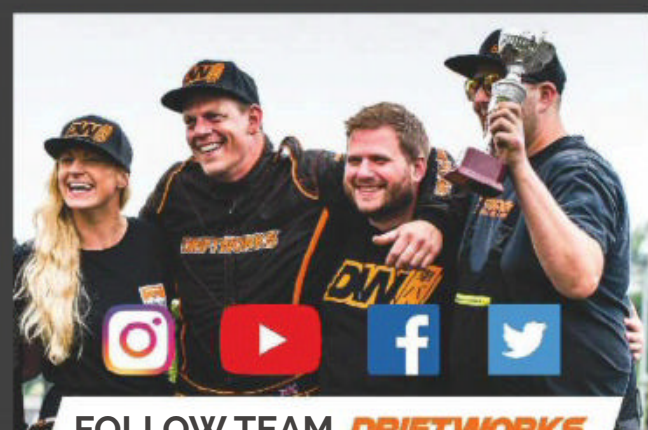
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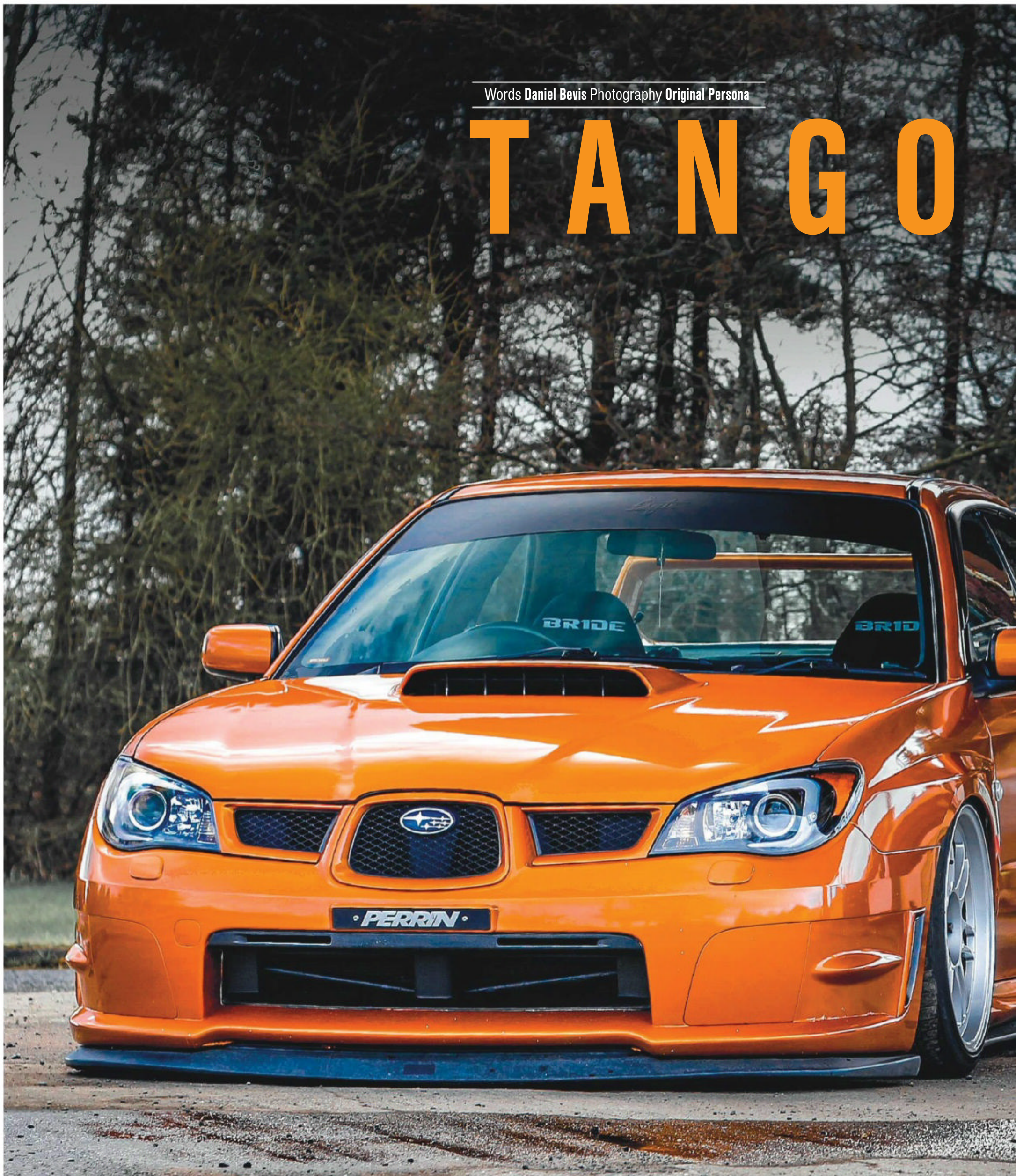
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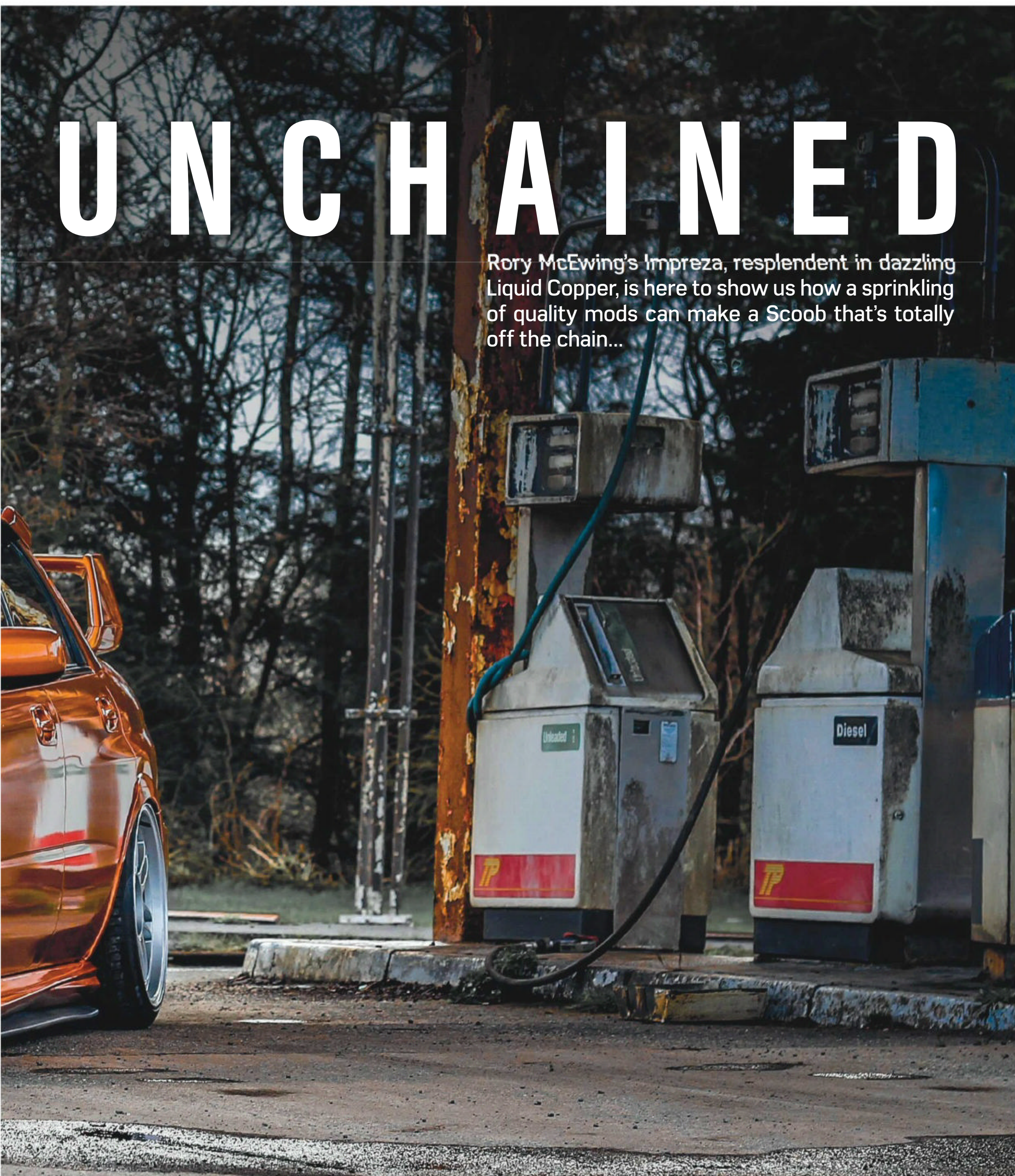
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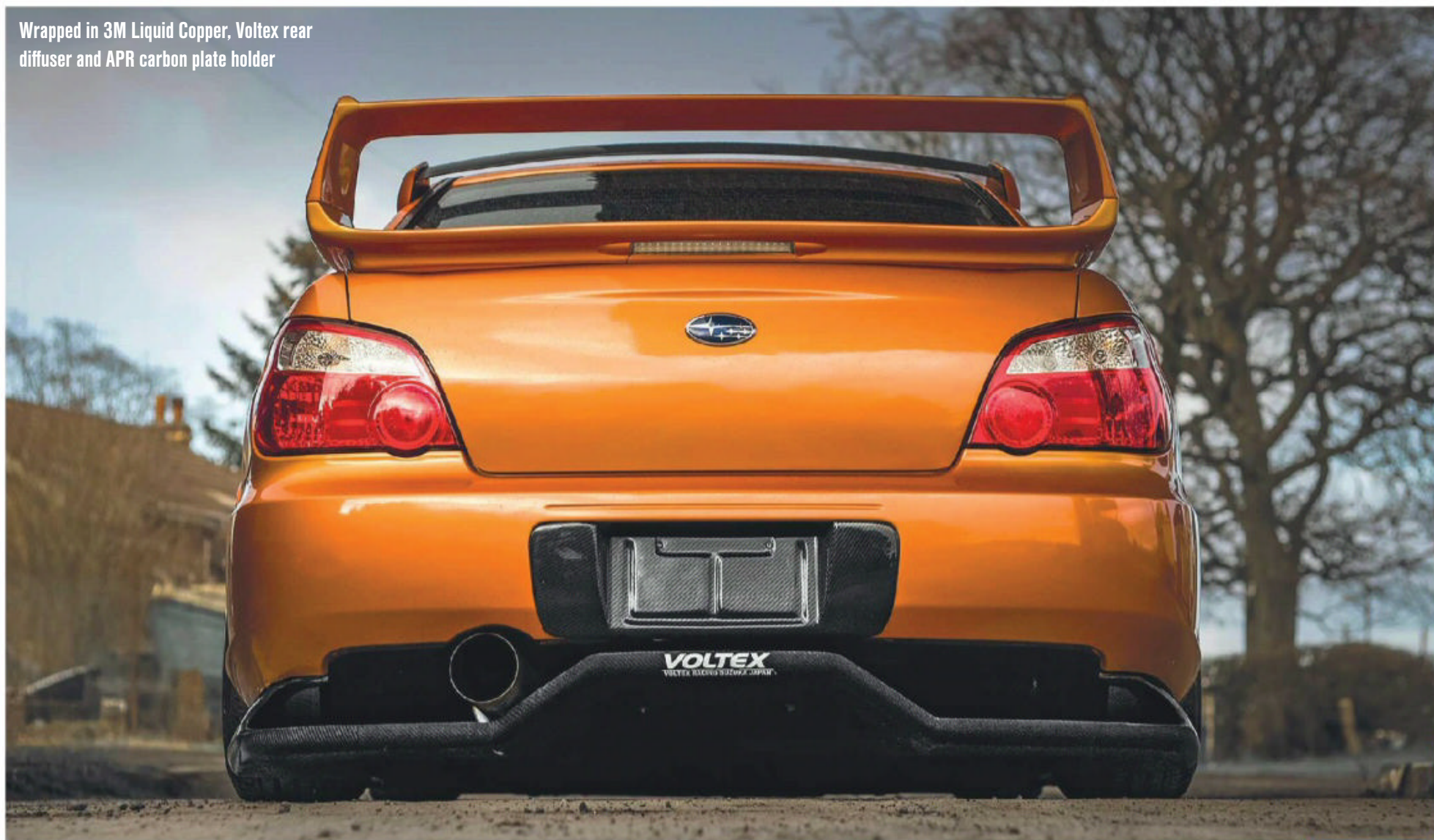
UNCHAINED

Rory McEwing's Impreza, resplendent in dazzling Liquid Copper, is here to show us how a sprinkling of quality mods can make a Scoob that's totally off the chain...



HOT RIDE

Wrapped in 3M Liquid Copper, Voltex rear diffuser and APR carbon plate holder



➔ **"Never apologise. Never explain. Just get the thing done, and let them howl."** So said Agnes Macphail, the first woman to be elected to the Canadian House of Commons, thereby leaving mankind a handy and quotable get-out for doing things that may raise eyebrows.

It's all too easy to do things people will like or approve of, rather than things you actually want to do, for the sake of an easy life. This is particularly true in the sphere of car modification, especially in an age of the immediacy of social media. Perceived deviations from the accepted ways of doing things can be met with an instant backlash: 'You've done that wrong,' 'You've ruined that,' 'That looks terrible,' blah blah blah. Who cares? You only live once. Your brief glimmer of time on this Earth is far too fleeting to worry about what a bunch of wallies on the internet may be judging you for.

IN THE BAG

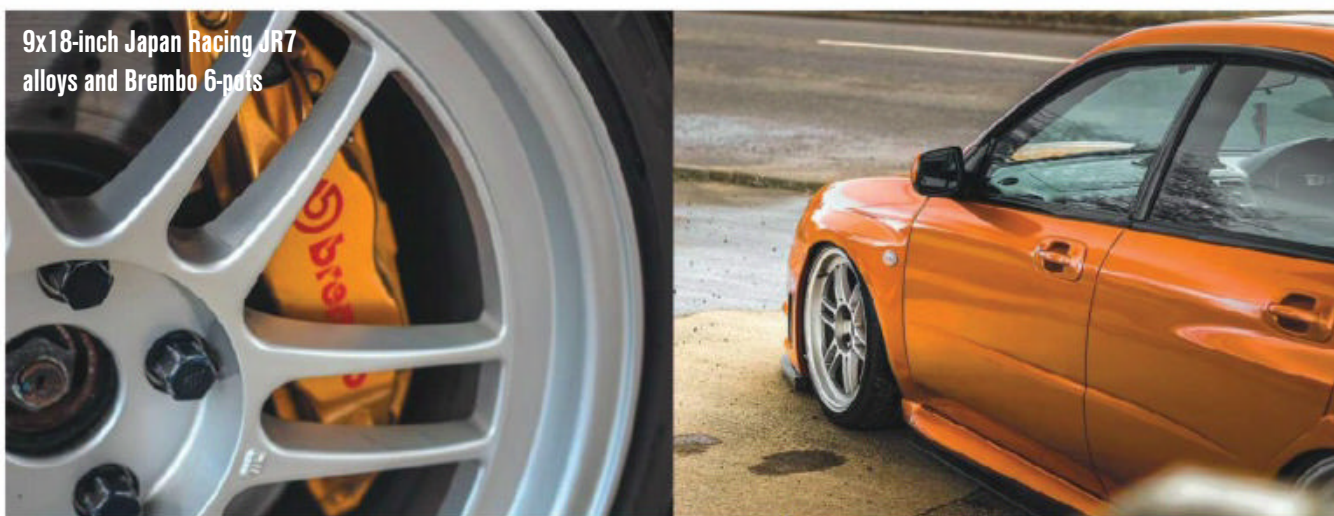
All of which brings us to the rather naughty thing Rory McEwing has done to his hawk-eye Impreza: he's bagged it. And this, of course, isn't actually naughty at all. It's brilliant. For two key reasons: firstly, air-ride is just ace, isn't it? And secondly, it'll really irritate the Subaru purists who don't understand the handling prowess of air and delight in telling you that a bagged Scoob has been ruined. Sod them. That's not how we play this game.

"I didn't actually plan on fitting air-ride at all," Rory admits. "I've always been a Subaru fan, since I was young, and it was really the iconic combo of blue paint and gold wheels I was after." Evidently this didn't fully pan out as the dream suggested, although we can probably agree what he's got here is better than an identikit factory-spec Impreza.

"I bought this car back in 2015," he continues. "My driving history began with the usual Vauxhall Corsa SRI, as so many people do, which was fully smoothed and dropped, before moving on to a 207 GTI that I subtly modded. And when I was finally in a position to buy an Impreza, I found this one for sale on PistonHeads and travelled down from Glasgow to Cheshire to buy it. It wasn't the blue-and-gold spec that I was imagining. But with next to no modifications and being in great condition, it was the perfect car for me."

What particularly caught Rory's attention was that this was a white WRX STI Type UK, something you really don't see very often. In fact, only a couple of dozen Type UK hawk-eyes were sold in white, which makes for another interesting dichotomy: you see, those Subaru purists who get so riled up by the idea of fitting an Impreza with air-ride would presumably also be frothing at the mouth to discover this rare-as-hens-teeth white Type UK isn't white any more. So while we're into the quotable notables, here's another one for you: "Reason can no longer restrain one who is lured

9x18-inch Japan Racing JR7 alloys and Brembo 6-pots



“It’ll really irritate the Subaru purists who don’t understand the handling prowess of air”



WHAT IS A WRX STI TYPE UK?

The hierarchy of performance Imprezas is, in general, pretty simple to figure out. While there are many, many special editions and spec variants to confuse yourself with, the bare bones of it are that the WRX is the quite hot one, and the WRX STI is the very hot one. So what makes a WRX STI Type UK unique? Well, for starters you could only get them in the UK – but you’d probably already guessed that. To complement its 296bhp and 300lb/ft, you also got SI-Drive and a DCCD centre diff, as well as Smartnav, a tracker, and a Type UK badge on the boot. Unlike the myriad special editions the Impreza enjoyed over the years, the Type UK designation is really just a marker to prove it’s an official UK car rather than a grey import. Simple as that!



HOT RIDE

by the fury of ambition." Karl Marx said that and it raises an interesting question: once we've set our sights on a particular goal, are we willing to set aside all semblance of logic in order to achieve it? Do we get blinded by the glitter we can no longer see the bread and butter? It certainly knocks Oscar Wilde's chirpy optimism into a cocked hat: "We are all in the gutter," he said, "but some of us are looking at the stars."

They're both right to a degree, of course. But the latter viewpoint is more relevant to the sort of people who like tinkering with cars to make them more interesting. After all, who cares about so-called reason anyway? Do you really want your tombstone to be inscribed with, 'He didn't roll the dice too often, but dammit, he got good gas mileage'?

IT'S A WRAP

To soothe the fevered brows of those enraged fanboys, it's probably worth pointing out that the deliciously dodgem-like shade of Liquid Copper the car now wears is in actual fact a wrap. So Rory could always peel it off if he chooses to once again reveal that gleaming white. We're absolutely loving the copper too, a beautifully summery shade that just makes us want to drink cocktails.

The air-ride, though? That's something the owner's club may just have to learn to tolerate. Not that Rory's worried about the brickbats of course, he's having a whale of a time going psssscht-psssscht as he bounces up and down.

"I didn't plan on modifying the car at all, in all honesty," he laughs. "I enjoy doing subtle modifications, but never did I dream it would turn into what it is now. I never even imagined bagging a car until my pal Chris Coles told me to jump in his Golf and have a play. I'll never forget that day. I blame Chris for everything!"

So without further ado, the STI was equipped with a full suite of Air Lift Performance upgrades, including the V2 digital management which has all sorts of natty features: eight height presets, super-compact manifold with integrated pressure sensors, infinite adjustability, the full shebang. And when the copper vision lays out on the ground, the way those Japan Racing rims sink into the fat arches is just sublime. There's no wide-arch trickery at play here either. That's just the way Subaru made them.

OWNER PROFILE:

Name: Rory McEwing

Age: 26

Occupation:
Experience Manager

First car:
Vauxhall Corsa

Favourite car:
Audi R8 5.2 V10

Favourite mod on your car: Has to be the air-ride. So cool!

Favourite show:
Kulturschock and FittedUK

Track day or show and shine?

Show and shine

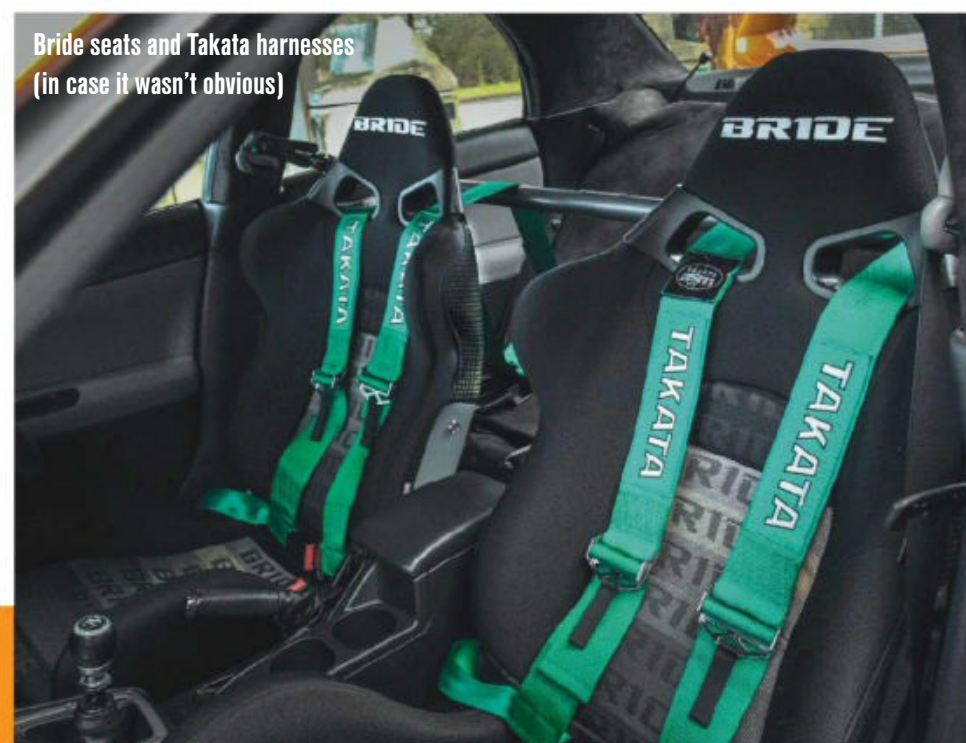
Lessons learned from this project:
It costs too much to modify cars

What's next?
Save up until I can afford an Audi R8



Although their meaty girth is enough to bring a smile to anybody's face. "The majority of the external modifications were done by my friend Harry and I," says Rory. "I'd help where I could but I'm no mechanic!"

"The car's had a number of different looks over the years, from standard to having old WRD custom splits I had fully rebuilt, and a massive carbon spoiler, to a more subtle modified look with wide WORK wheels, then the style you see today. It's got imported custom headlights and a Voltex diffuser, both of which are mega rare in the UK, and I've really



TECH SPEC: SUBARU IMPREZA

Styling

Wrapped in 3M Liquid Copper; imported custom headlights; Voltex rear diffuser; APR carbon plate holder.

Tuning

2.5-litre boxer turbo, remapped to 325bhp; 6-speed manual.

Chassis

9x18in Japan Racing JR7 wheels; Air Lift Performance suspension with V2 digital management; Brembo 6-pot brakes.

Interior

Bride seats; Takata harnesses; rear bench replaced with Alcantara padding; roof and A/B/C pillars Alcantara-wrapped; blue STI carpet and doorcards swapped for black/grey items.

Thanks

The car wouldn't be where it is today without mechanical genius Harry Hopkins! Thanks also to Chris Coles for feeding the modifying addiction with ideas; the guys at Autotec, Port Glasgow, for helping with wheel alignment; and Baillies Car Trimmers in Linwood for the amazing job on the interior.



just focused on making tasteful mods to give a little extra appeal and help it stand out rather than going crazy with it."

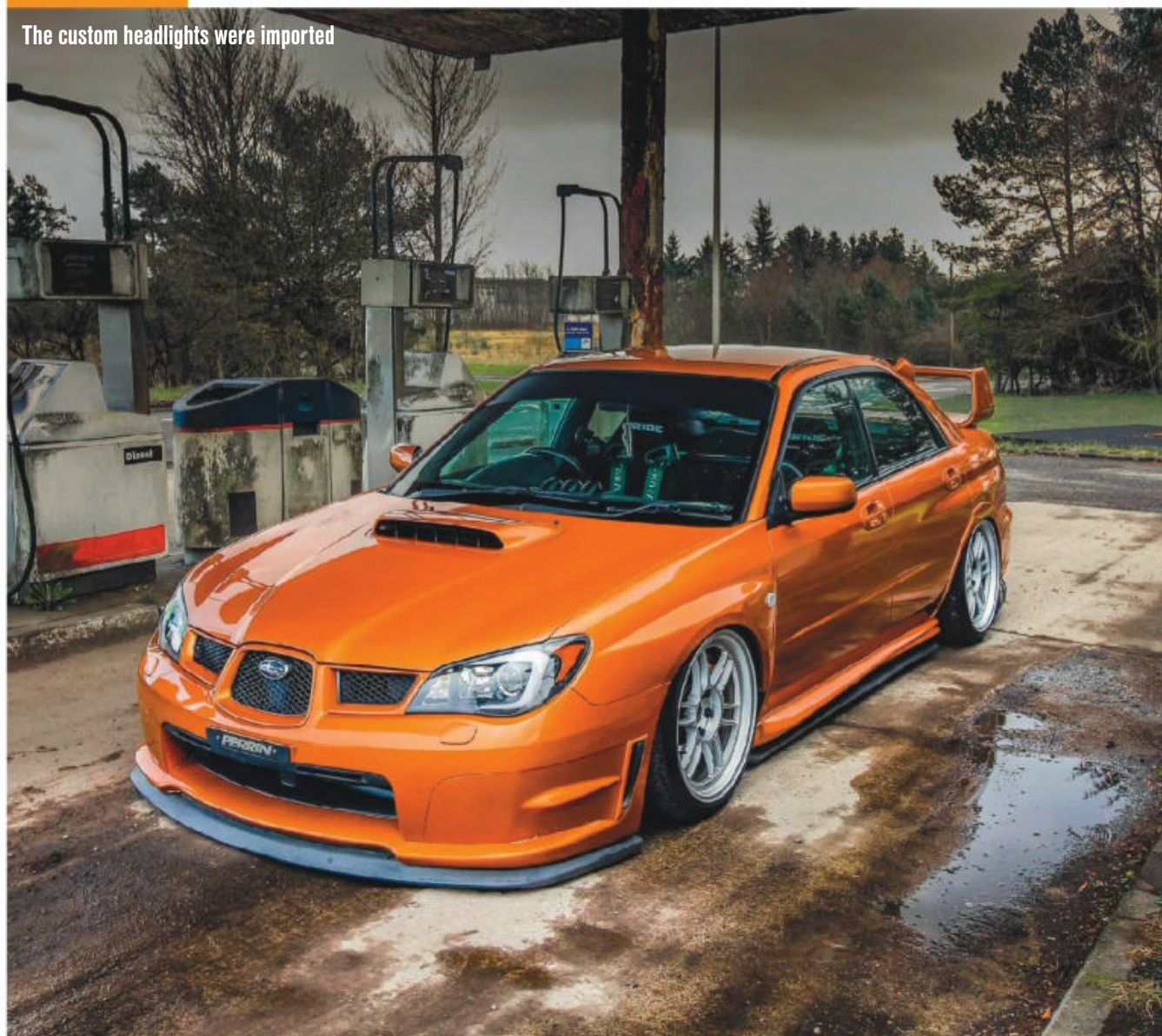
This is certainly an effective approach, evolving logically and tastefully (and you can follow the evolution on Instagram: @rorymce). A sprinkling of well-chosen quality mods make far more of a statement than throwing all of the Halfords tat rack at a car.

And when it comes to power, the less-is-more approach has been key too: "I'm more into cosmetic mods than engine upgrades," he admits. "It's running a soft map for safety, so I'm not pushing the engine." Modestly put, but this thing's still kicking out 325bhp, which is more than enough for hilarity in a chassis this capable.

As with any quality car build, this also feeds into Rory's lifestyle, complementing his scope of reality rather than overcomplicating it. It's a social animal. "The attention it gets is crazy," he beams. "Even taking these photos, someone stopped to chat to us about the car – it's insane how many people spark up a conversation over the colour or the ride height and want to know more. And it's such a cool toy to have. When I've had a tough week, I take the car out and it always puts a smile on my face."

That, really, is what it's all about. This car may be winning fans all over (except among the pipe-smokers in rally jackets), but Rory built this thing for his own pleasure. It follows the old maxim that it's far easier to ask for forgiveness than permission. Although this Impreza really doesn't have anything to apologise for. Look at it. It's perfect. It's not blue-and-gold, but who cares about that? ■

The custom headlights were imported





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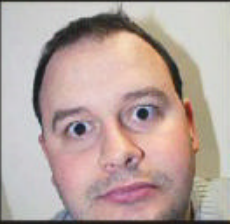
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FAST PROJECTS



SLIM JULES' SUZUKI ALTO

Yup that's right, there really is a Suzuki Alto on the Fast Car fleet but it gets worse...

START NEVER FINISHED

MAIN MODS: THERE AREN'T ANY BUT THERE WILL BE VERY SOON...





MIDGE'S DAIHATSU SIRION

... there's also a bloody Daihatsu Sirion. To find out why, turn the page...

START NEVER FINISHED

MAIN MODS: THERE AREN'T ANY BUT THERE WILL BE VERY SOON...





TOM'S R5 GT TURBO

Get ready for the big reveal as Tom gets his R5 finished ahead of schedule! Only joking, he's well behind.

START NEVER FINISHED

MAIN MODS: CUSTOM BILSTEIN COILOVERS • RENAULTSPORT SEATS • DIMMA BODYKIT





DALE'S 1971 MERCEDES W114

Dale is equally up against it, but at least he's completed level 10 of Tetris.

START NEVER FINISHED

MAIN MODS: AIR RIDE SUSPENSION • COBRA SEATS RETRIM • DETROIT STEEL WHEELS



MISSING IN ACTION



SLIM JULES' BMW E91

There's been no time for the Touring this month as Jules has been far too excited about his new Alto...

START NEVER FINISHED

MAIN MODS: EC COILOVERS • 3SDM04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL





GLENDA'S AUDI RS4

Of course it's missing in action! In two years of ownership Glenn has managed to fit coilovers and wash it twice...

START NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT





MIDGE'S AUDI TT

There's been no time for the TT this month as Midge has been far too excited about his new Sirion...

START NEVER FINISHED

MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL





SLIM JULES' BMW E92

The E92 will forever be missing in action because it's been sold. Farewell old girl, it's been emotional (and expensive)!

START NEVER FINISHED

MAIN MODS: HYBRID TURBOS • AIR LIFT SUSPENSION • AUTOSTAR WHEELS • FROZEN GREY PAINT • 450BHP+





MIDGE'S BEETLE 1.8T

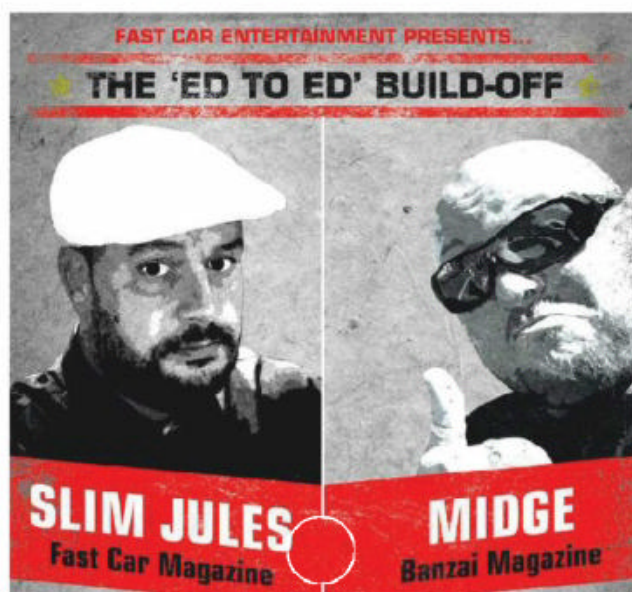
The Beetle has suffered the same fate as the TT for exactly the same reason as stated above.

START NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT



FAST PROJECTS



THE ED TO ED BUILD-OFF



The guys at Japfest, TRAX and Adrian Flux decided to issue us something of a challenge a little while ago. Their idea was for Jules and Midge to go against each other in an epic head-to-head build-off!

Although Midge is our product reviewing and testing guru, he's also the editor of specialist Japanese car magazine, Banzai, hence the name of this challenge, The Ed(itor) to Ed(itor) Build-off.

Now obviously they both accepted the challenge (you wouldn't be reading this if they didn't). But there's a twist. They were allowed to buy each other's cars! And knowing the boys, this meant one thing, stitching each other up with the worst base cars possible!

Best of all, it's all being documented on Fast Car Entertainment's YouTube channel. Just make sure you don't take the piss out of the two chubsters too much!

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It's yellow. And not a very nice yellow at that...



JULES' SUZUKI ALTO



Yup, I'm now the proud owner of this rather striking Suzuki Alto! It's not exactly the prettiest of small Japanese hatchbacks and the colour is absolutely dreadful. But it could be worse. It could be a burgundy Daihatsu Sirion with a questionable 68,000-miles on the clock.

Anyway, the Suzuki doesn't actually drive that badly and feels pretty tight. It even has an aftermarket sound system. And, erm, that's about it.

The plan for this car will largely be dictated by the challenges we'll be set throughout the build. Small wheels with chunky tyres, wide arches, coilovers and a stripped interior will almost definitely feature. Plus a bit of nitrous wouldn't go a miss and a decent wrap to cover

the faded yellow paint. It'll be tight getting it all done within the £5,000 budget, but I'm up for getting my hands dirty to save on labour costs.



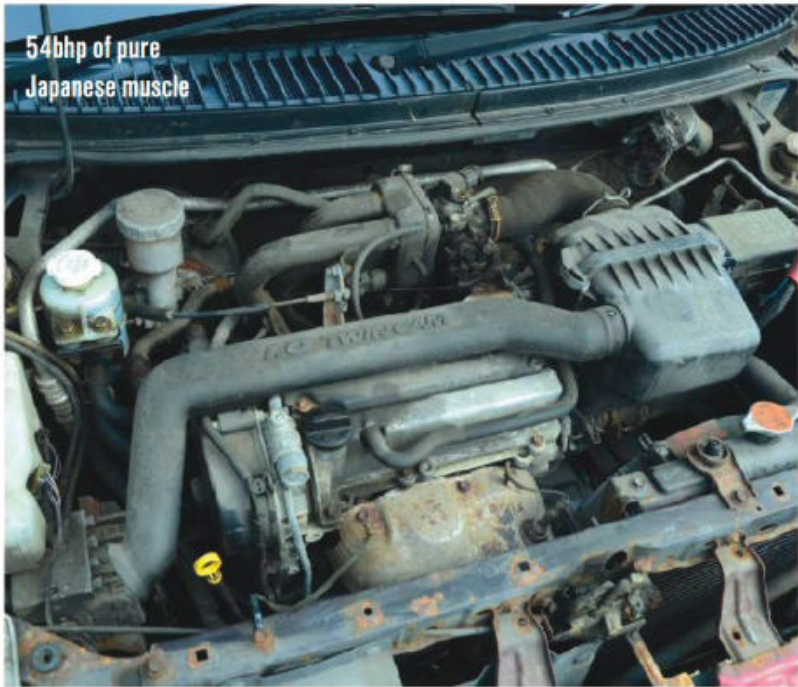
SPENT THIS MONTH

Midge's Sirion..... £550

Build Budget Remaining.....£4,450



A face only a mother could love...
and the front of a Sirion



54bhp of pure
Japanese muscle



What a beast!



Midge thought it was
named after a steak

SEE THE VIDEOS HERE!
WWW.YOUTUBE.COM/CHANNEL/UCD3ASZAP5XCMW7EDL1B0S8W

MIDGE'S DAIHATSU SIRION

Yep, this season I will be mostly modifying a 54bhp, Daihatsu Sirion. The car that famously takes 16 seconds to get to 60mph. It's like the mid-range steak on the menu, the dish you order when you've given up and can't be bothered – not the worst, but certainly not what you've always dreamed of. Henceforth my Daihatsu will forever be known as the Banzai Sirloin.

Don't go thinking I've got anything against Daihatsu of course. I'm usually a bit of a fan boy. But honestly, a Sirion? I'll say one thing for the chubby funster: the boy's a bloody genius!

So here are the rules we know about.

We've got what's left out of five grand to modify the car for a series of challenges over the course of a season. The loser has to do a forfeit of the winner's choosing, and I can't say I fancy either very much.

As for what the challenges are, your guess is as good as mine.

Oh yeah, and wish me luck too. I have a feeling I'm going to need it!

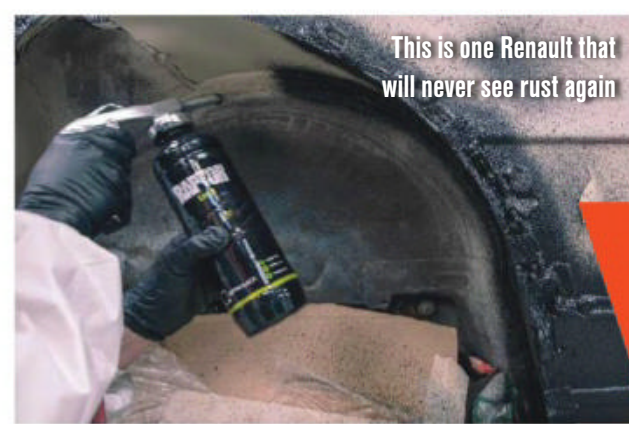
SPENT THIS MONTH

Jules's Alto..... £850

Budget Remaining.....£4,150



FAST PROJECTS



Tom V Dale

Everyone knows Meguiar's and if you read this magazine you'll also know that each year they build a fresh demo vehicle (we've featured the last two, the Crown Victoria Cop Car in 2017 and the Sunny Pickup in 2018). They don't just build these cars to showcase their products but to demonstrate their passion for vehicles. In essence the guys and girls behind Meguiar's UK are just like you and us: car nuts.

So what's Tom V Dale? Well, Tom and Dale are the Meguiar's guys responsible for the demo vehicles, and each year that they embark on the build journey, their conflicting styles and opinions on car building clash. So this year, the head honchos at Megs UK had enough of the bickering and told them to build a car each. And of course, being boys, this has escalated into a fierce battle to see who can build the better car. Both cars will be finished for Players Classic in June 2019 and we're going to follow the build right up until that final reveal.

TOM'S R5 GT TURBO

Name: Tom Clarke

Job Role: Marketer who oversees the UK marketing office, advert placement and key account marketing fulfilment.

As I type these words Players Classic is just 6-weeks away, and as you can see from the pictures there's an absolute mountain of work to be done before then, a lot more than 6-week's worth anyway. But the car is in good hands, very good hands and we've made some great progress over the last few weeks...

The kit has now been fully repaired and bonded back to the car, the underneath has been sealed with Raptor paint to make sure the moisture stays out and some metal work mastery has been performed by Reflex to eliminate the last of the rust. Good bloody riddance. But the very exciting news is that by the time you read this the car will be in primer, and there's a good chance it'll be painted too! What colour? Well, that's going to be kept under wraps for now but people who know me, know I like the colour of cucumbers, but

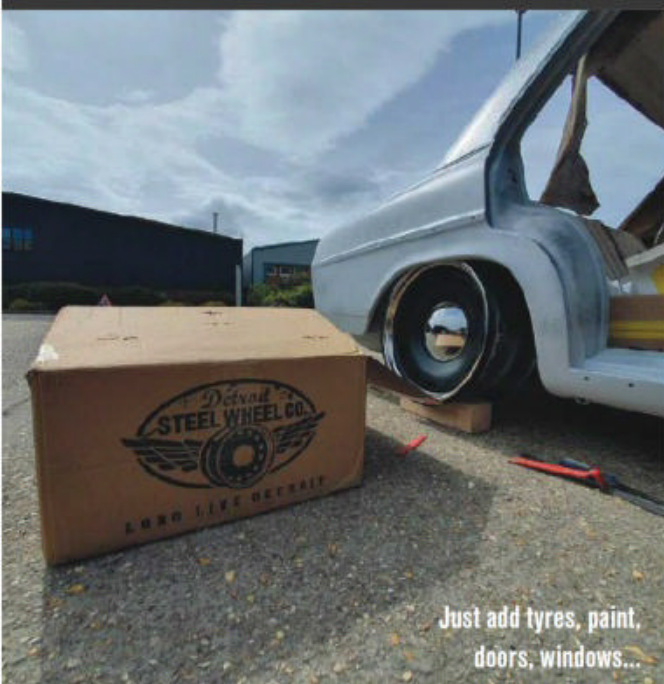
that's all I'm saying!

What else has been going on? Well everything really, the wheels are now fully built up and covered in Nankang AR1 rubber, I've collected the refurbished callipers from EBC that will be running their trusty discs and pads, while Forge Motorsport have supplied the braided lines to complete the set-up.

Oh, and the rear beam has been sand blasted and painted by MMR Performance, and I've had a delivery from Powerflex which means I can start building the front end back up. So yeah, I'm going to be a busy boy for the next 6-weeks, and I can see plenty of all-nighters coming up. No rest for the wicked...

CONTACTS

www.meguiars.co.uk
www.reflexautodesign.com
www.ebcbrakes.com
www.forgemotorsport.co.uk
www.powerflex.co.uk
www.nankangtyre.co.uk
www.mmrperformance.co.uk
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he takes time out
to play Tetris



Who gave this man a gun?



DALE'S 1971 MERCEDES W114



Name: Dale Masterman

Job Role: Sales and marketing executive,
events coordinator and resident paint nerd.

Wheels maketh the project! And that's why I've gone all out with the rollers I'm putting on the Merc, and while the scene has gone split rim and concave crazy, I'm going for a more old skool vibe with the hoops for the classic Benz.

The inspiration came back in November last year when stumbling across Detroit Steel Wheels at SEMA. As you can probably guess, these guys specialise in making custom steels for the American market but they agreed to make me a set in the 5x112 PCD my W114 requires. Detroit offer three main styles, the Artillery, Delray and Smoothie but I opted for the Delray because the rectangular cut outs look similar to the standard Mercedes-Benz hub caps.

They arrived at Meguiar's HQ with the baby moon centres and beauty rings but

this build is about pushing the boundaries, so I took them straight to Kustom Kolors where I got busy prepping and painting them in the same Copper Sunset hue the car will be finished in. But I opted for a satin clear coat to contrast the shiny bodywork, plus it helps the baby moon brightwork really pop. I honestly couldn't be happier with the way they've turned out, so a big thanks must go to @mobsteel_stevo, @mobsteel_adam and @mobsteel_emma at Detroit Steel Wheels.

I really can't wait to get the Nankang rubber fitted up and the wheels bolted to the car, but there's an awful lot of work to be done before that can be done. So I better get back to it. Until next month...

CONTACTS

www.meguiars.co.uk
www.kustomkolors.co.uk
www.detroitsteelwheel.com
www.nankangtyre.co.uk
www.kenwood-electronics.co.uk



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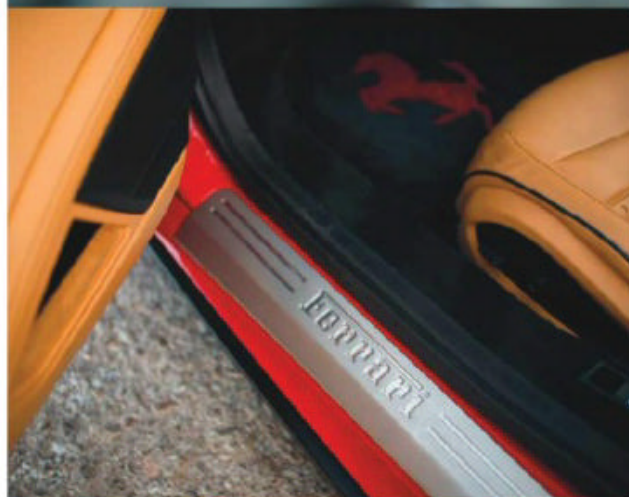
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**2
YEAR
GUARANTEE**

WILD CARD



The view most people get to admire



Dare you press the big red button?

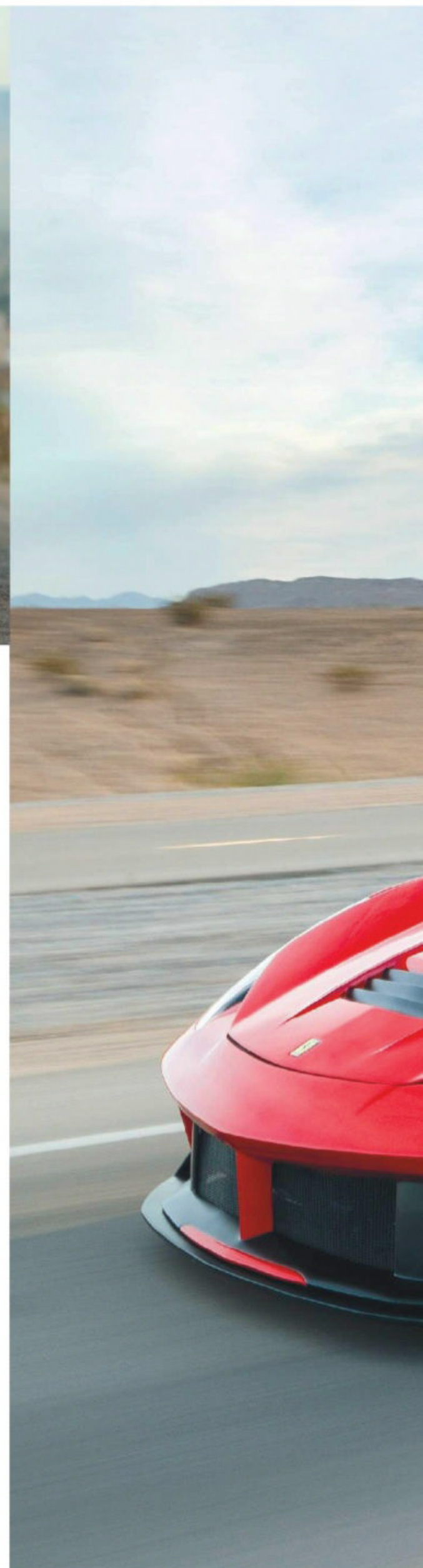
Turning a Ferrari 458's Manettino to Race mode is like plunging through a wormhole in space, tumbling into a distorted mirror and slamming straight through the back of the celestial closet into whatever the petrolhead alternative to Narnia is. Even in friendlier Sport mode it's a pretty brutal proposition: a 562bhp V8 with a howling 9,000rpm redline, making a noise like a tortured choir of wronged angels, mated to a 7-speed dual-clutch Getrag 'box.

This all runs hand-in-hand with smart E-Diff and F1-Trac systems, carbon-ceramic brakes with a 'pre-fill' function, drag-reducing deformable front winglets... and when you click that little switch to Race mode, all bets are off. Gear-shifts times are quickened, suspension stiffened, traction control loosened, and it'll let you bounce off the limiter for giggles rather than automatically shifting up for you. The thing just wants to play. But it's not a game for the faint of heart.

The breathtaking performance of this model reframed what we thought we knew about road-going performance cars when it was launched in 2010. It was staggering, devastating, perhaps even tiptoeing up to the warning sign marked 'too much'.

But for some people, too much ain't enough. You'll notice that the animal nature of this 458 Spider has been ramped up by expanding the menagerie of creatures involved; whereas the factory 458 is liberally studded with equine motifs, in this instance the prancing horse is joined by sheep. Lots of sheep.

Now, our woolly chums have never really been associated with sporting prowess, but there's a shadowy clique of gearheads out in southern California who are keen to challenge this viewpoint. Sheepee Race is a company run by enthusiasts, for enthusiasts. Otherwise known as Sheepee Built and renowned for their tuning expertise and innovation



CRAZY EIGHTS

The Ferrari 458's F136 engine is one of the all-time great naturally aspirated V8s. So what happens when you bolt on a couple of turbos? Well, the results are pretty crazy...

Words: **Daniel Bevis** PHOTOGRAPHY: **Larry Chen**



If 700 horses ever starts to feel insufficient,
there's plenty of potential for more...



WILD CARD



A F136 4.5-litre V8 is mated to a Sheepest Race twin-turbo kit



22-inch 3-piece forged Rotiform BUC wheels

with Hondas, Mitsubishis and other fast-road Japanese fare, the team have recently been dipping a toe in the vibrant waters of supercars and motorsport – with some startling results. These are not people who do things by halves. There's a big name pulling the puppet strings, which helps explain the forthright nature of what's been achieved here. And that name is SEMA. The annual trade show draws the great and good from across the globe to Las Vegas for a colossal extravaganza of awesomeness in which everyone shouts louder than everyone else. If you're building a car for SEMA, you pull out all the stops. Because the world is watching.

FEELING SHEEPEY

With this in mind, Sheepest founder Alex Soto pulled together a squad to craft something unique. Largely based in southern California (aside from bodykit artisans Prior Design, from Germany), a crack team of experts comprised LTMW, Rotiform, CSF Radiators... big names and the sort of people you can trust to get this stuff done right.

Firstly, the guys were keen to fit an eye-catching bodykit to the car, because there's just something deliciously naughty about doing that sort of thing to a Ferrari. And secondly, Alex wanted to develop a twin-turbo kit for it. As you do. No biggie.

This is a particularly alluring idea for Ferrari owners. A long-standing bone of contention has been that aftermarket twin-turbo kits for Lambos are readily available, whereas for Ferraris, not so much. So what Alex set out to achieve here wasn't just about breaking necks at SEMA. It was a public service. Now all those Ferrari guys lusting after forced induction have somewhere credible to turn.

The car for this project is a 2013 458 Spider, although at first glance you might be forgiven for

thinking a LaFerrari had just slipped into your field of vision, such is the aggressive nature of the Prior Design kit. Expertly applied by Long Tran at revered modifying superhero hangout LTMW, the kit's been perfectly colour-matched to the factory paint and it really beefs up the profile. The car now sits markedly lower thanks to its Novitec springs, and the colossal wheels filling out those pumped-up arches, like a shot glass full of pure adrenaline cut with a dash of snake venom, are a custom set of rollers fabricated by the wheel-wizards at Rotiform. You're looking at 22 mighty inches of forged, three-piece splendour.

What have Sheehey Race been up to beneath that engine lid? It's a fairly comprehensive mechanical transformation. The Sheehey system centres around a brace of Precision 6062 Gen 2 .82A/R turbochargers, each one a work of art with a forged aluminium compressor wheel and air-cooled, dual ceramic ball-bearing centre housing rotating assembly. These work in conjunction with a pair of Turbosmart Hypergate45 wastegates and Race-Port 50mm blow-off valves, and the pipework really is gorgeous – not just quality, but native quality.

It looks utterly fabulous and you can't argue with the results: the team's engineering prowess has unlocked 700bhp at the wheels, and that's running at a very safe and conservative 5psi. This means that while the system may be making seismic alterations to the powertrain's delivery, it's not causing undue component stress in doing so. This seemingly brutal setup is actually docile enough for day-to-day use.

HIDDEN GENIUS

A hidden element of genius within the system is thanks to CSF's mould-breaking technology, intelligently customised by Sheehey. You see that tank at the rear of the engine bay? That contains a pair of CSF air-to-water intercoolers. As opposed to the usual air-to-air system you'd find in a traditional front-mount intercooler, these use a water reservoir for cooling. The filler cap at the top can be used to stuff it with ice water. Liquid-to-air coolers are technically more efficient in their operation, with a pair of custom CSF heat exchangers completing the cycle, and Sheehey's execution has packaged it all with panache.

“Race mode is like plunging through a wormhole in space, tumbling into a distorted mirror and slamming through the back of the celestial closet”



Germany's Prior Design are the artisans of the PD458 aerodynamic bodykit



WILD CARD



The tan leather interior is perfectly complemented by opulent Cavallino Rampante carpets

TECH SPEC: FERRARI 458

STYLING

Prior Design PD458 aerodynamic body kit – installed and painted by LTMW; Scuderia wing shields.

TUNING

F136 4.5-litre V8; Sheehey Race twin-turbo kit – with twin Precision 6062 Gen 2 .82A/R turbochargers; twin Hyper-Gate45 Turbosmart wastegates and Race-Port 50mm blow-off valves; twin CSF air-to-water intercoolers custom-fabricated by Sheehey Race, twin rear-mounted CSF heat exchangers; OEM ECU remapped in-house – 700bhp @5psi.

CHASSIS

22in 3-piece forged Rotiform BUC wheels; Toyo R888R tyres; Novitec springs.

INTERIOR

Tan leather interior; Cavallino Rampante carpets.

Despite the truncated deadlines of SEMA, coupled with the pressure of knowing that a judgemental global audience will be keenly watching, the masterminds behind this project have turned out a quality product. But it also represents the importance of restraint. There are tiers of ostentatiousness in the world of supercar tuning, as the base car for any given build will be quite outrageous by its very nature. And sitting low-slung over huge wheels, slathered in the logos of the firms involved, there's no missing the fact this isn't your run-of-the-mill 458. But at the same time, the superbly chosen and flawlessly finished bodykit, combined with the stock-looking exhaust outlets and absence of look-at-me aesthetic alterations, means that few will suspect the sheer ferocity of this malevolent Ferrari. At least, until Alex blips the throttle, and the rapidly rising howl of that low-inertia V8 is joined by a crescendo of turbo whistles, followed by the sneezing and chattering of wastegates when he lifts off. Sure, the 458 comes with Race mode as standard, but these guys have taken that concept to a whole other level. ■



“The flawlessly finished bodykit and absence of look-at-me aesthetics means few will suspect the sheer ferocity of this malevolent Ferrari”



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READERS' RIDES



A supercharger is our kind of Xmas present

DANIEL HARROW'S LUPO GTI

FC says: What were you doing last Christmas Eve? Like most people, we were wrapping presents while stuffing our face with mince pies and mulled wine. But that can't be said for Daniel Harrow here, the proud owner of this lush Lupo, as he was busy bolting a supercharger from a MINI Cooper S to his 1.6-litre Lupo. Now, that's what we call proper dedication.

Even more remarkable is that Daniel hasn't even owned the car a year and he's already had it resprayed in Audi Nano grey, bolted BBS wheels to the hubs and slammed it

using Air Lift suspension! We like lots of things about this car, from the classic VW-influenced 280mm MOMO steering wheel to the unconventional Mazda MX-5 seat swap. He's also covered off all the smaller details with touches like MK5 flip handle conversion on the tailgate and smoothed roof gutters.

We're really looking forward to seeing how this project evolves and what Daniel has planned for 24 December this year. If he

keeps going the way he is, Santa might just bring him a full Fast Car feature...



To create something this good takes serious dedication



Main mods:

MINI Cooper r53 supercharger; 3-inch boost pipes and custom intercooler; red silicone hose kit; Air Lift Performance suspension running 3p management; Powerflow decat exhaust; custom false floor; retrimmed Mazda MX-5 seats; BBS RMs painted Porsche mint green with holographic flake and gold spiked hardware; MOMO 280mm steering wheel; resprayed in Audi Nano grey; smoothed front bumper; smoothed roof gutters; smoothed spoiler; Mk5 Golf flip handle conversion on the tailgate; candy red engine bay.

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READERS' RIDES



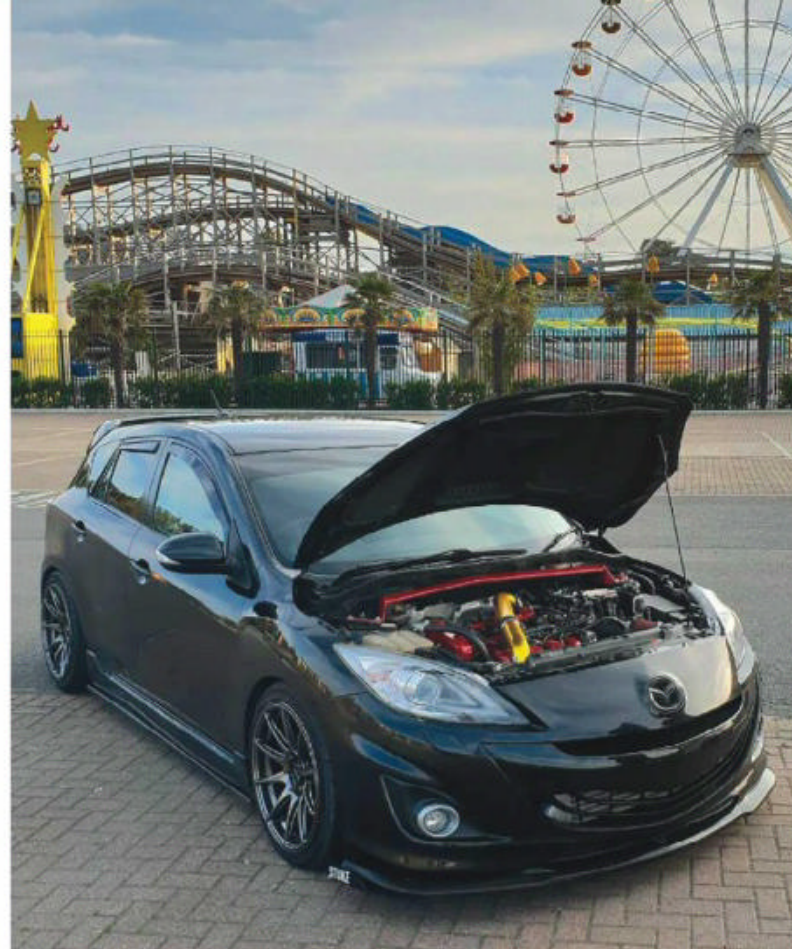
Ryan's MPS boasts 420bhp

RYAN TOVEY'S MAZDA3 MPS

FC says: This is one highly spec'd Mazda3 MPS – so much so that we only had room for half the spec! Although the whole car has been modified, from the BC suspension to the carbon centre console, Ryan has spent most of his time and money under the bonnet. It's now boasting some seriously impressive figures, courtesy of the fully forged engine and BNR4 blower that helps deliver 420bhp

and 450ft/lbs of torque. Scientifically speaking, that's what's known as, a lot.

The interior has also been modified with performance in mind; everything has been ditched in an effort to save weight, he's even swapped out the original seats for a set of Corbeau buckets. We can only see this car developing further and Ryan reckons it won't be long until he breaks the 500bhp barrier.



Main mods:

Wiseco oversized 88mm pistons; Manley rods; ARP bolts; Hard Race engine mounts; XS Power v3 manifold; Bnr4 V2 turbo (hybrid machined to gtx30); Act 6 paddle clutch/flywheel; AEM air filter; front mount intercooler; wire tuck; BC Racing coilovers; K Sport 8 pot front brakes; Tarmac Sportz splitter, skirts and rear diffuser; Nankang NS2R tyres; Corbeau Pro Series bucket seats; TRS harnesses; Carbon skinned A-pillar; door handles and centre console.



ATTILA NAGY'S BMW E30

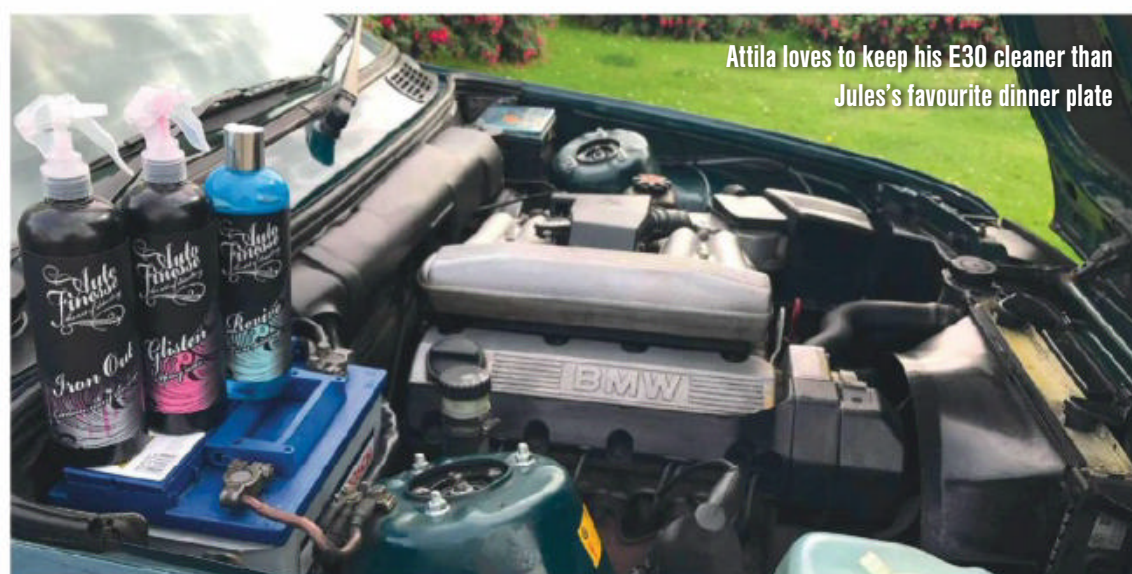
FC says: We think you'll agree that loving the E30-shape BMW 3-Series is embedded in every petrolhead's DNA. It's why it's always a pleasure to see a well-treated example like Attila's here still rocking those retro '80s lines in 2019.

"It's a Nautic Grun colour, which I think is pretty rare these days in the UK," Attila ponders as we ogle over his stunning coupé that's been treated to a few reserved upgrades over the years.

The body mods revolve around that M3 Evo-style rear spoiler, complete with its upward-facing Gurney flap that adds a little more aggression to the whole package. There's also a set of period-perfect Japan Racing multi-spoke alloys, with the car sitting slightly lower on some new springs to offer up a tidy stance.

Inside, some black leather Honda S2000 seats take pride of place up front due to the original cloth jobbies falling beyond repair over time. "I'd love to show everyone how clean she is!" Attila smiles.

Well, you don't need to ask us twice, mate!



Main mods:

Partial re-spray including colour-coded valances and sills; lowering springs; Japan Racing alloys; 20mm wheels spacers; M3 Evo-replica rear spoiler; Honda S2000 front seats.

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ARSE END

Quotes of the Month:



Midge: "I can't come in to work, I'm out with my hero, Bob."

Jules: "I thought I was your hero!"

Midge: "You thought wrong, round pants."



Honorary Goblins

What with their videos going stratospheric with quite literally *some* views, our boys thought they'd try their hand at getting on the telly this month... and they only bloody succeeded too!

The guys at Goblin Works were most pleased to find out what the FC boys thought of the reveal of their new project car, and made them splutter it all out on camera. They got it though... and it only took 32 takes each!

Anyway, you can see our pair of international superstars on the new series of Goblin Works Garage on Discovery Quest next month, and the monster wide-ass E30 Beemer Jimmy De Ville and his team built for the show in the very next issue. Make sure you don't miss that monster Bavarian bruiser!



A fan asks the boys for a selfie...



Sigh. And again...

THE FC PHONE GALLERY THIS MONTH IN RANDOM PICTURES...



Text of the Month

Well at least it wasn't the text where he was shaving the other end. No one wants to see that.





Top Strippers

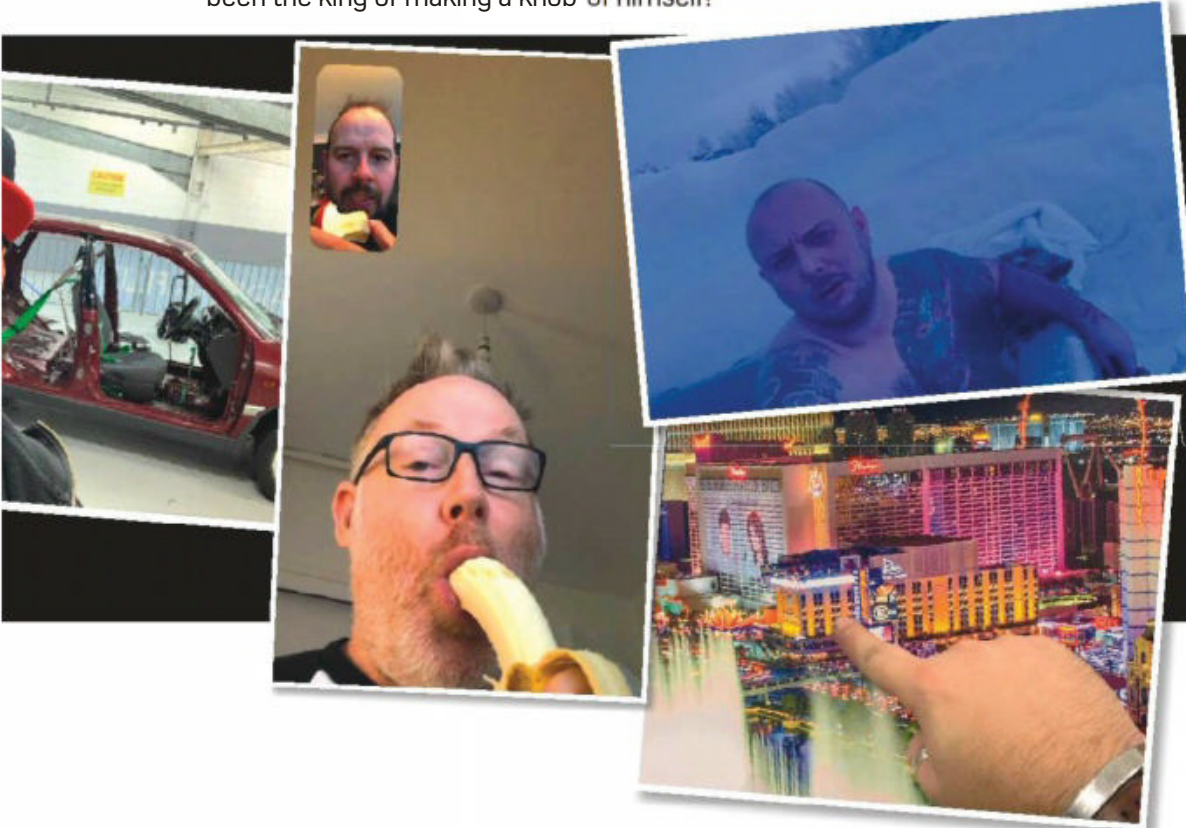
As you've probably seen in Projects and the Japfest report (and the videos on the FC Facebook) the Ed to Ed build-off is heating up nicely. What you won't have seen is the serious mess Jules and Midge like to make when working on their motors. What's more interesting than that though is where they decided to 'hide and deny' all the left-over parts immediately after Japfest. Of course, it wouldn't have been so bad if they hadn't filled six bloody bins! Naughty, naughty...



The Ego Has Landed

We don't know if all the recent TV and YouTube stardom has gone to our Midge's head, or if there's another reason the boy at Japspeed decided to 3D scan the little fella this month. But it all presents a rather disturbing image, right?

All we can say is, we can't see any life-size sex dolls flying off the shelves anytime soon, especially as the real thing isn't much cop either (sadly, that's true – Midge). That said, we wouldn't mind a Midge gear shifter though. He always has been the king of making a knob of himself!



BLAST FROM THE PAST ISSUE 309 – NOVEMBER 2

Eight years and 100 issues ago...

- It was our Sideways special and even the cover was a little wonky!
- Gymkhana 4 had only just hit YouTube back then. What one are we on now? Gymkhana 767? We've lost track...
- We get inside Team Japspeed... Well, not literally. Shane Lynch might have had something to say about that, like.
- There were a lot of rather tight arses in the issue... This girlie seemed to have the nicest though.
- The Wild Card was a mentalist Plymouth Road Runner... meep meep indeed!
- We saw all sorts at USC that year and most of it thoroughly X-Rated. Those were the days!
- Sparky Mark's Camo Audi had balls... as well as a massive chopper!
- A Mk2 Escort drift car? Oh yes! And this one put all the Jap boys to shame.
- What a lovely-looking pair these were, eh? The Fiestas weren't too shabby either.



NEXT ISSUE

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FEATURED: Bagged GT86, R32-powered Mk3 Golf & a badass BMW E60 V10
SPECIAL FEATURES: Exclusive Yiannimize interview (it's definitely happening this time...)
PLUS: All the action from Wörthersee

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dji Pioneer

0% FINANCE
AVAILABLE

NEXT DAY
DELIVERY

TRADE ENQUIRIES
WELCOME

FULL WORKSHOP
FACILITIES



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